

Five-Year Transportation Program

2008-2012





TABLE OF CONTENTS - Preliminary Draft

Introduction.....	2
Transportation Program Development Process.....	5
2008-2012 Five-Year Transportation Program.....	14
Federal and State Revenue Assumptions	18
Investment Strategies	
Highway Program	21
Multi-Modal Programs	26
Safety and Security Strategies	33
Preserving the System.....	48
Region Strategies and Highlights	54
Superior Region	58
North Region.....	67
Grand Region	75
Bay Region	84
Southwest Region	93
University Region.....	100
Metro Region	110
Expanding the System.....	127
Multi-Modal Expansion Program	128
Highway Capacity Improvement Projects	129

2008-2012

Five-Year Transportation Program

November 6, 2007

Introduction

2008-2012

Five-Year Transportation Program

The Michigan Department of Transportation (MDOT) FY 2008-2012 Transportation Program continues to implement the goals and policies outlined by the State Transportation Commission, emphasizing preservation of the transportation system and providing safe mobility to motorists. The program focuses on making government effective, efficient, and inclusive; providing a safe and secure transportation system; protecting natural resources, air quality, and improving land use practices; and providing economic development opportunities as set forth in Governor Jennifer M. Granholm's vision for improving the quality of life, and growing Michigan's economy.

MDOT will continue to emphasize and strengthen partnering efforts with transportation stakeholders and the general public throughout this program. MDOT also will continue to implement processes developed at workshops and stakeholder meetings to incorporate context sensitive solutions into transportation projects, and hold public input sessions on future Five-Year Transportation Programs. We also commit to improving our process of tracking public engagement at the regional level, to enhance local communication and follow-up with transportation industry partners and the general public.

Two examples of MDOT's efforts to strengthen partnering efforts and improve Michigan's economy include the Jobs Today Initiatives.

Jobs Today – State

Governor Granholm's Jobs Today initiative was implemented to create employment opportunities statewide, help stimulate the economy, help the department achieve the state trunkline system condition goals as set forth by the State Transportation Commission, and construct critical capacity improvement projects.

FY 2008 is the third and final year of implementation for the Jobs Today initiative for the trunkline system. During FY 2008, MDOT plans to invest approximately \$63 million in three major construction projects which will improve capacity. The projects are located in Calhoun County on I-94 from Main Street to Porter and includes rail grade crossing work; Kent County on I-96 at the Chicago Drive Interchange, and Oakland County on I-96 at Grand River and the Wixom Road Interchange.

Since the inception of this program in 2006, through FY 2008, MDOT will have invested a total of \$393 million - \$234 million for road and bridge preservation (110 projects), \$158 million for capacity improvement (six projects), and \$900,000 for safety improvement (one project) statewide.

Jobs Today investments addressed over 470 miles of pavement and nearly 40 bridges. With Jobs Today, MDOT anticipates that approximately 93 percent of the freeway pavement system and 91 percent of the non-freeway pavement system will be in good condition by the end of 2007. Viewed as an average of the entire system, 92 percent of our trunkline pavements will be in good condition by the end of 2007. The Jobs Today investment also helped the department achieve its non-freeway system bridge goal by 2008 and helped make substantial progress toward achieving the freeway system bridge goal.

Jobs Today - Local

FY 2007 continued implementation of Governor Granholm's Local Jobs Today program. Total investment for the Local Jobs Today Initiative is \$80 million, which is being used to jumpstart 437 local road projects around the state in 2006, 2007, and 2008, creating nearly 5,000 jobs and stimulating economic development in communities from the tip of the Upper Peninsula to Monroe County. This investment will assist 62 counties and 98 cities and villages to accelerate the investment of more than \$400 million in federal transportation funds. The program marked the first time that state transportation dollars were used to fund city and county transportation projects. Partnering efforts included the state Legislature, County Road Association of Michigan, Michigan Municipal League, and MDOT.

The Local Jobs Today program was extended from September 30, 2007 to April 4, 2008, to enable the addition of new projects and completion of 2007 projects that would potentially have missed the September deadline. A total of 108 projects are scheduled to be let in 2008.

Multi-Modal Integration

MDOT's FY 2008 Multi-Modal Program provides for capital and operating assistance, technical support, and safety oversight of Michigan's air, passenger rail, rail freight, marine, intercity bus, charter bus, limousine, and local transit sectors of Michigan's transportation system. The program is implemented by the Bureau of Passenger Transportation and the Bureau of Aeronautics and Freight Services.

The Multi-Modal Program focuses largely on continued safe and secure operation of the existing transportation system through routine maintenance, capital replacement and rehabilitation; and preservation of existing service levels.

In FY 2008, MDOT will invest \$453 million in state and federal funds to maintain Michigan's multi-modal operations and infrastructure. Successful implementation of the Multi-Modal Program is reliant on the efforts of airport authorities, transit agencies, private non-profit transportation providers, rail freight carriers, government agencies, and businesses involved in rail freight economic development, intercity passenger carriers, and others.

Economic Benefits

Transportation plays a fundamental role in growing Michigan's economy and protecting quality of life in our communities. A safe, well-maintained, and efficient transportation system provides the backbone for all economic activity within the state. Without a comprehensive transportation system, Michigan's economy would be at a great competitive disadvantage and the quality of life within our communities would greatly deteriorate.

This past year, as part of the development of the 2005-2030 State Transportation Long-Range Plan entitled: MI Transportation Plan, Moving Michigan Forward, the department more closely evaluated the key linkage between transportation and our state's economy. The following is a short excerpt of the findings of this analysis:

"Michigan's transportation system, including roads, transit, non-motorized facilities, aviation, marine, and inter-modal facilities plays an integral role in supporting the state economy and each region's quality of life. Transportation investments are part of the state's overall economic development strategy.

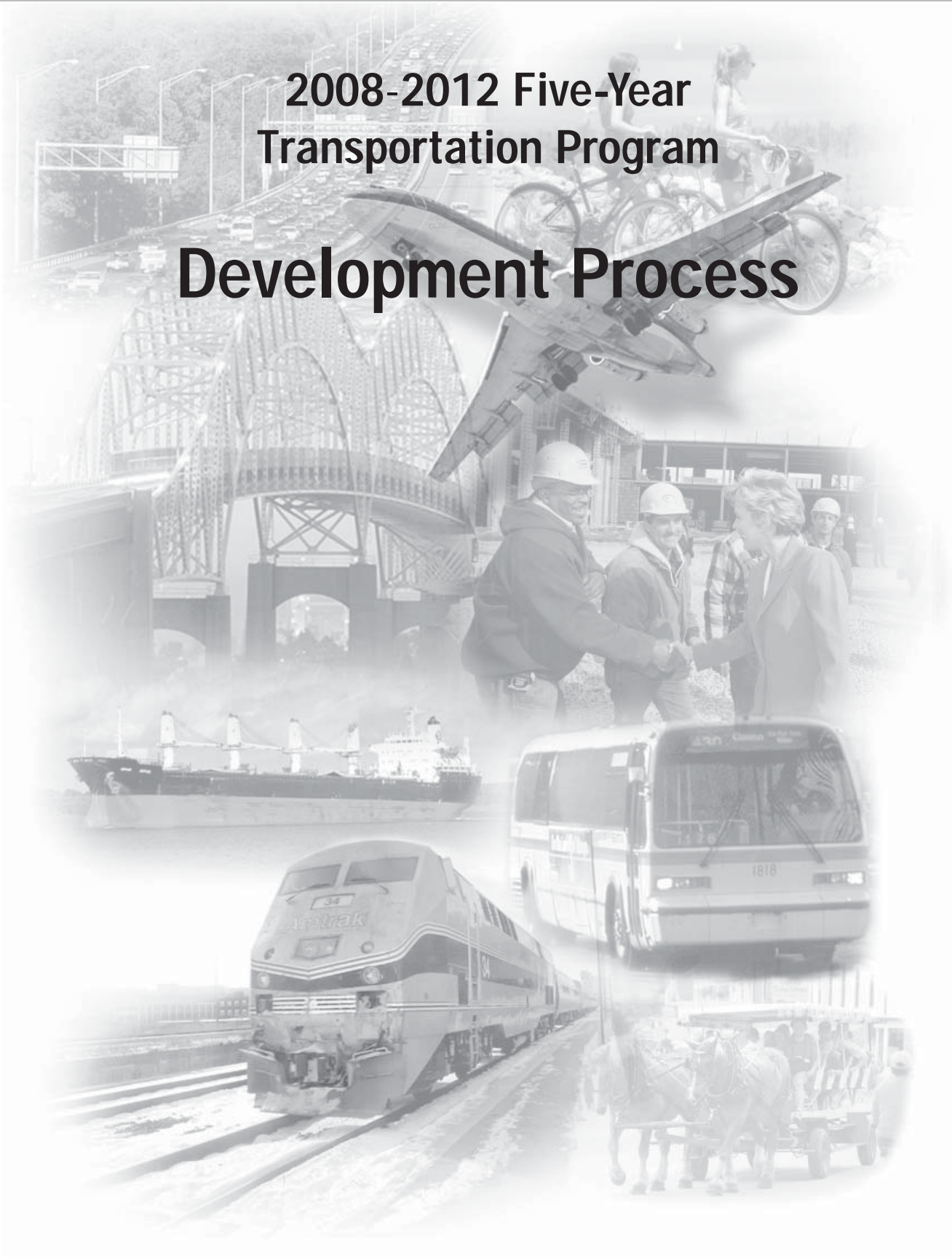
In fact, transportation and the economy are linked together closer in Michigan than in many other states. The state's economy relies heavily on the transportation-intensive manufacturing sector. Manufacturing is dependent on transportation to receive raw materials and to deliver its product at the right place and right time. An efficient, timely, and dependable transportation system can lower cost, enhance competitiveness and support just-in-time inventory control systems for business.

In today's business environment, cost-effective, time sensitive transportation services are increasingly a strategy for competitive advantage in manufacturing and service-based industries. 'Globalization' of the economy has grown at a rapid pace over the past several decades and Michigan has been at the forefront of the industrial globalization trend. Michigan's manufacturers shop the world for components and subassemblies to manufacturing processes. Advances in technology and management practices also allow U.S. firms to develop strategies that enable customized products for mass market distribution. The movement of goods by truck, rail, air and water is vital to Michigan's economy, especially manufacturing and agriculture. To retain current manufacturers and attract new manufacturers, transportation considerations become even more important for Michigan.

*Transportation investment can be an engine to drive growth in emerging and developing industries. Tourism and other related service sectors may be expected to increasingly compete for transportation capacity and services."*¹

Clearly MDOT's investments to maintain Michigan's complex infrastructure network results in benefits both for Michigan's overall economy and individual industry sectors while providing a more desirable quality of life for residents and visitors.

2008-2012 Five-Year Transportation Program Development Process



Development Process

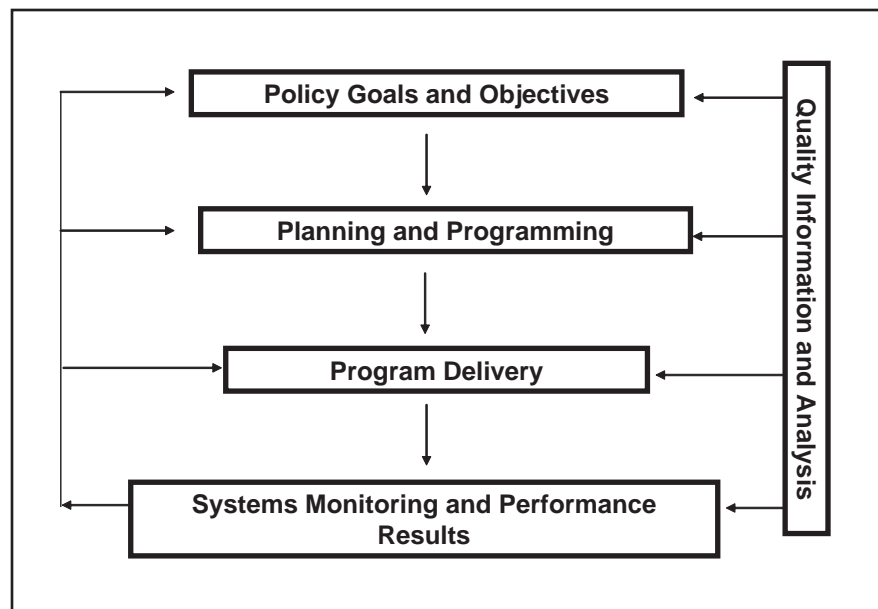
2008-2012

Five-Year Transportation Program

The Michigan Department of Transportation (MDOT) will use the 2008-2012 Five-Year Transportation Program to communicate its capital program to Michigan citizens, to maintain stable program delivery, manage financing strategies, and ensure that the department meets its commitments to the motoring public. The program focuses on making government effective, efficient, and inclusive. It provides a safe and secure transportation system, protects natural resources and air quality, improves land use practices, and provides economic development opportunities as set forth in Governor Jennifer M. Granholm's vision for improving the quality of life and growing Michigan's economy.

The program is developed based on implementation of the goals and policies outlined by the State Transportation Commission (STC), emphasizing an asset management approach to preserving the transportation system and providing safe mobility to travelers. Transportation asset management is a strategic approach to maximizing the benefits from resources used to manage the transportation infrastructure. It involves collecting data for the physical inventory of our surface transportation system and managing current conditions based on strategic goals and sound investments. The following flowchart highlights the important characteristics of transportation asset management.

Asset Management Concept

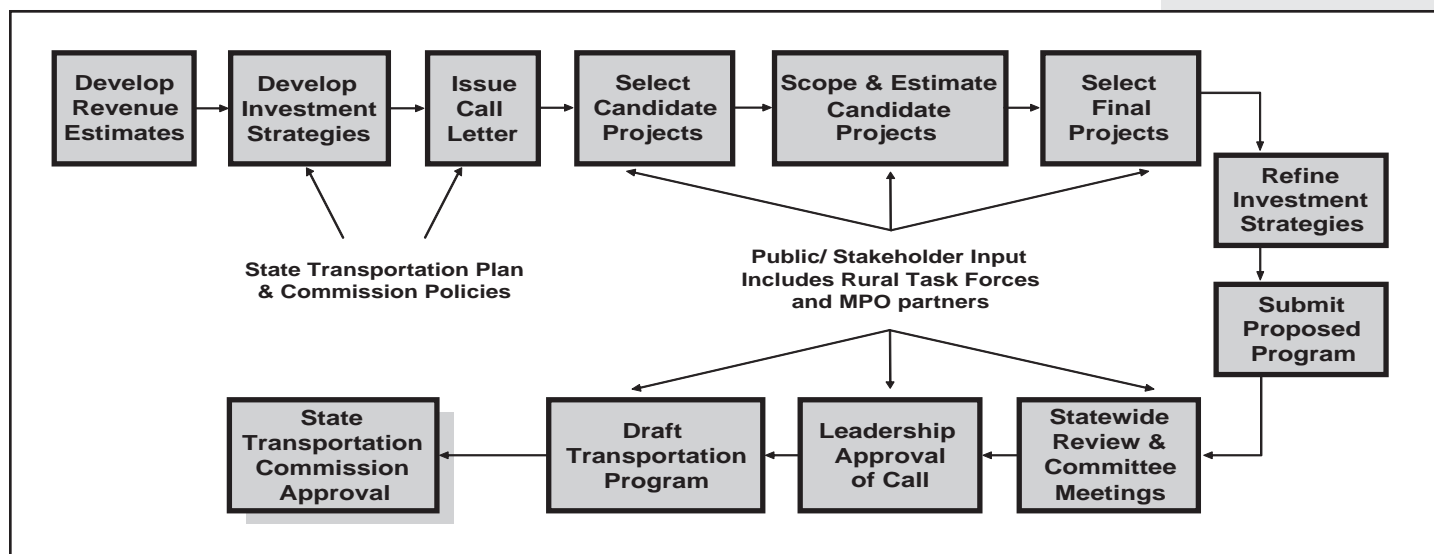


Overall guidance for asset management is provided through explicit policy goals and objectives established by the STC. Integrated analysis of options and tradeoffs investigates how best to meet the needs of customers while responding to policy goals and objectives. Decisions on resource allocation among programs and investment options are made consistent with policy guidance and the results of alternative analyses. Once decisions on resource allocation are made, they are implemented through delivery of services and projects. The entire process is supported by continual system monitoring and performance measurement. This information is used to update each step of the process in future years, through a feedback mechanism. Quality information and analysis support each step of the process.

The Five-Year Transportation Program is an integrated program that includes highways, bridges, public transit, rail, aviation, marine, and non-motorized transportation. The highway portion is a rolling program; each year, a new fifth year is added and program/project adjustments are made to other years. This document only pertains to that portion of the programs that MDOT delivers, and does not account for those portions delivered locally with state and federal funds that are directly controlled by local agencies, such as transit agencies or county road commissions.

The program development process is a year-long, multi-stage process as shown in the following flowchart.

Five-Year Transportation Program Development Process



Transportation Program Development

Key Steps

2008-2012

Five-Year Transportation Program

Determine Estimated Federal and State Revenue Available

Total estimated revenue for the transportation program is a combination of federal and state revenue. Federal revenue for public transportation and roads comes from the new federal bill entitled: The Safe, Accountable, Flexible, Efficient Transportation Equity Act – A Legacy for Users (SAFETEA-LU), which was passed by Congress on July 29, 2005 and signed into law by President George W. Bush on August 10, 2005. Federal revenue for airport development is authorized through the “Vision 100” legislation, which authorizes Airport Improvement Program spending through 2007.

State revenue used to develop the transportation program comes from the Michigan Transportation Fund (MTF), as estimated by MDOT and the Michigan Department of Treasury, Economic and Revenue Forecasting Division. The MTF collects state revenue mainly generated from fuel taxes and vehicle registration. Future year state revenue is forecasted using a long-range forecasting model. The estimated state revenue also includes available bond proceeds and sales tax revenues. Estimated revenue for the other modal programs including aviation, bus, marine, and rail do not include bond proceeds.

Develop Investment Strategies

Once revenue is estimated, MDOT allocates funding to ensure the effective usage of financial resources (federal and state revenues) on Michigan’s transportation program.

The STC establishes policies, goals, and objectives that provide the basis for funding allocation decisions in the Five-Year Transportation Program. For example, in 1997 and 1998, the STC established ten-year pavement and bridge condition goals to be achieved by the end of 2007 and 2008, respectively. After goals are established, improvement strategies are developed and funding is allocated annually in order to achieve these goals. MDOT’s current investment strategy focuses investments on the preservation of the existing transportation system and on the delivery of a limited number of capacity improvement projects.

The investment levels outlined in the program support the direction established by the STC and facilitate the accomplishment of program priorities. In addition to policies established by the STC, the Michigan Aeronautics Commission establishes policies and goals for Michigan’s aviation program. Public Act 51, which is Michigan’s enabling legislation for the MTF and the Comprehensive Transportation Fund (CTF), also provides policies and guidance for the overall transportation program. The provisions of Public Act 51 play a significant role in how CTF dollars are invested each year.

For the Highway Capital Program, the process for allocating funding to individual program categories is based on an approved transportation improvement strategy and needs analysis. Major program categories include: Repair and Rebuild Roads, Bridge, Maintenance, Capacity Increase/New Roads, and Safety. Other program categories pertain to specific federal programs, such as Congestion Mitigation and Air Quality (CMAQ), Transportation Enhancement, and Wetland Pre-Mitigation, as well as state programs, such as Program Development/Scoping, Advance Right-of-Way Acquisition, and State Railroad Crossings.

Each program category is monitored to ensure that the program is constrained within the department's anticipated revenue. The funding target development and monitoring process assist in setting the level of funding to achieve transportation improvement goals and provide a tool to constrain the overall statewide program to available revenues.

The investment strategy development process is different for the multi-modal programs that include public transit, rail, aviation, and marine/port. Annual budget development is determined by federal formula funds and capital funding earmarks from the federal transportation bills (SAFETEA-LU and Vision 100), as well as annual state appropriations as guided by Public Act 51 and as determined each year by the Michigan Legislature. These earmarks and appropriations guide the type and levels of investments in multi-modal programs.

In an effort to recognize the needs of pedestrians and bicyclists, Section 10K of Act 51 was revised to require one percent of Act 51 be used to fund non-motorized projects. Counties, cities and villages have the option of spending one percent of their Act 51 funds for non-motorized projects on an annual basis, or an average of one percent of these funds over a ten-year period.

Issue Call for Projects

MDOT issues an internal Call for Preservation Projects (Call) annually in January for the Highway Program. The Call letter and instructions are issued to all seven MDOT regions, which are responsible for proposing preservation projects. The Call process guides the technical process of preservation project identification and is the mechanism used to implement STC policies and align the department with strategic direction. Key emphasis areas and strategic objectives are outlined and detailed technical instructions are issued. Target funding levels derived from the investment strategy are also included in the instructions to MDOT regions.

The Call currently includes the following preservation work programs: Road Rehabilitation and Reconstruction (R and R), Bridge R and R, Road and Bridge Capital Preventive Maintenance, Safety, Guardrail Replacement, Type II Traffic Noise Abatement, Carpool Parking Lot, Intelligent Transportation Systems, and Pump Station Capital Rehabilitation (new to this Call). MDOT regions are responsible for proposing all preservation projects, with the exception of Noise Abatement.

Capacity increase and new road projects are selected and advanced through project development on the basis of statewide priorities. They are not handled through the annual Call.

Multi-modal programs follow an annual process as well. Annual programs are developed because investment strategies are largely dependent on annual budget appropriations determined by the Legislature. Program development is not initiated until the funding level is known. The annual process generally involves MDOT soliciting transit, rail, airport, and marine agencies and providers to submit improvement needs for the next year.

Candidate Project Submittal

For the Highway Capital Program, regional improvement strategies for the road and bridge networks are developed by MDOT region staff using the Road Quality Forecasting System (RQFS) and Bridge Condition Forecasting System (BCFS) tools, as well as input from partners/stakeholders who keep in touch with MDOT regarding their needs. The RQFS and BCFS systems are software programs that forecast future pavement and bridge conditions based on certain pavement and bridge funding levels and strategies and are an important part of our asset management strategy. Once a recommended strategy is identified, candidate road and bridge projects are selected that are consistent with the strategy and funds available. Road and bridge candidate projects are identified in concert, so project timing can be coordinated.

Candidate projects are also selected for other highway program areas included in the Call process based on meeting the requirements and guidelines included in the Call letter. Other program categories include Safety, Guardrail, Noise Abatement, Carpool Parking Lot, Intelligent Transportation Systems, and Pump Station Capital Rehabilitation.

Project identification for programs that are not part of the Call is based on available revenue and needs justification.

Candidate project selection for multi-modal programs is largely accomplished at the local level. For the funds the state controls, MDOT solicits local agencies and providers to develop an improvement needs list and to participate in an application process. Needs identification may also involve an application process as with certain freight programs.

Project selection decisions are guided by input received throughout the planning process and made in consultation with local, rural task force, and Metropolitan Planning Organization (MPO) partners. The development of a five-year transportation program is an iterative process.

Public involvement in project selection is sought for the fifth year (with a new year being added at the beginning of each fiscal year) and at adjustments along the way. For example, MDOT is represented at MPO meetings and presents candidate project considerations for the fifth year addition to the program and any adjustments for review and comment. MDOT regions also regularly participate in local public meetings to discuss MDOT projects.

Involving the public and local stakeholders is key to developing creative solutions to transportation issues. MDOT seeks public involvement throughout the process from corridor planning, project scoping, environmental assessment, and design.

MDOT Internal Committee Review

Candidate projects for the Highway Program are reviewed for consistency with region and statewide goals identified in the Call instructions to ensure that all relevant elements are accounted for, that the proposed fixes are realistic, and that the budget estimates to accomplish the given projects are aligned with anticipated revenue. This review is conducted by an internal interdisciplinary team with expertise in various areas of program development. Review comments and feedback are submitted back to the regions. Any necessary adjustments are made to candidate projects.

Multi-modal projects are reviewed by MDOT staff. Factors in the review process include ensuring consistency with commission policy, compliance with standards, goal achievement, meeting eligibility requirements, degree of readiness, and available funding.

Project Selection

Projects are selected as candidates for the Highway Program after the regions meet individually with the internal review team and MDOT leadership. The review ensures that the projects support STC policies and objectives, support the strategic direction communicated in the Call letter, and is financially constraint to targeted funding levels. Results of this review process are summarized and presented to MDOT management and leadership for approval.

When making candidate project selections for the Highway Program, MDOT strives to design programs that have a balanced “mix of fixes” framework. This allows for a program composed of various treatment alternatives, including preventive maintenance, rehabilitation, and reconstruction, as well as other strategic considerations. This may entail making adjustments to intervening year programs, not just the new fifth year of the transportation program.

New projects added to the program since the previous edition remains in candidate status until the Five-Year Transportation Program is approved by the STC. For multi-modal projects, project selection differs from mode to mode, and even within modes. For example, the two largest investments of state transit funds are done pursuant to Act51 formula or mandate; there is no selection process per se. In contrast, project selection for state funded inter-modal terminals occurs throughout the year as potential projects become ready for funding and funds are available.

Draft Transportation Program

Assembly of the draft Five-Year Transportation Program begins after the Call process is completed for the Highway Program. At the same time, information about annual programs under development within the public transit, rail, aviation, marine and non-motorized transportation modes is compiled. Development of the multi-modal annual programs may be at different stages depending on the status of the annual federal and state appropriations process. MDOT strives to deliver a program for approval that clearly is consistent with STC policies and direction, as well as state and federal funding requirements.

The key steps involved in the assembly and approval of the document include:

- Compiling highway projects within major improvement categories for listing within the document.
- Compiling anticipated program and project initiatives for the coming year for multi-modal programs.
- Outlining program revenue assumptions and investment strategies for utilizing the funding available.
- Documenting previous year accomplishments and progress toward approved condition and program goals.
- Identifying statewide program strategies and regional improvement strategies.
- Obtaining approval of the draft document by MDOT leadership and the STC.
- Posting of the draft document to the Web for public comment and conducting public listening sessions throughout the state for additional input on the program. Public involvement comments are documented, summarized, and presented at the following STC meeting and final approval of the document is requested.
- Submittal of the final Five-Year Transportation Program to the Michigan State Legislature by March 1st of each year.

Public Involvement/Outreach Efforts Throughout the Process

One of the strengths of MDOT's program development process is the accessibility afforded by Transportation Service Centers (TSCs), where customers, partners, and stakeholders can contact MDOT at any time during the year-long process. Public input sessions are conducted after the draft Five-Year Transportation Program is presented to the State Transportation Commission. The meetings are held at TSC locations throughout the state.

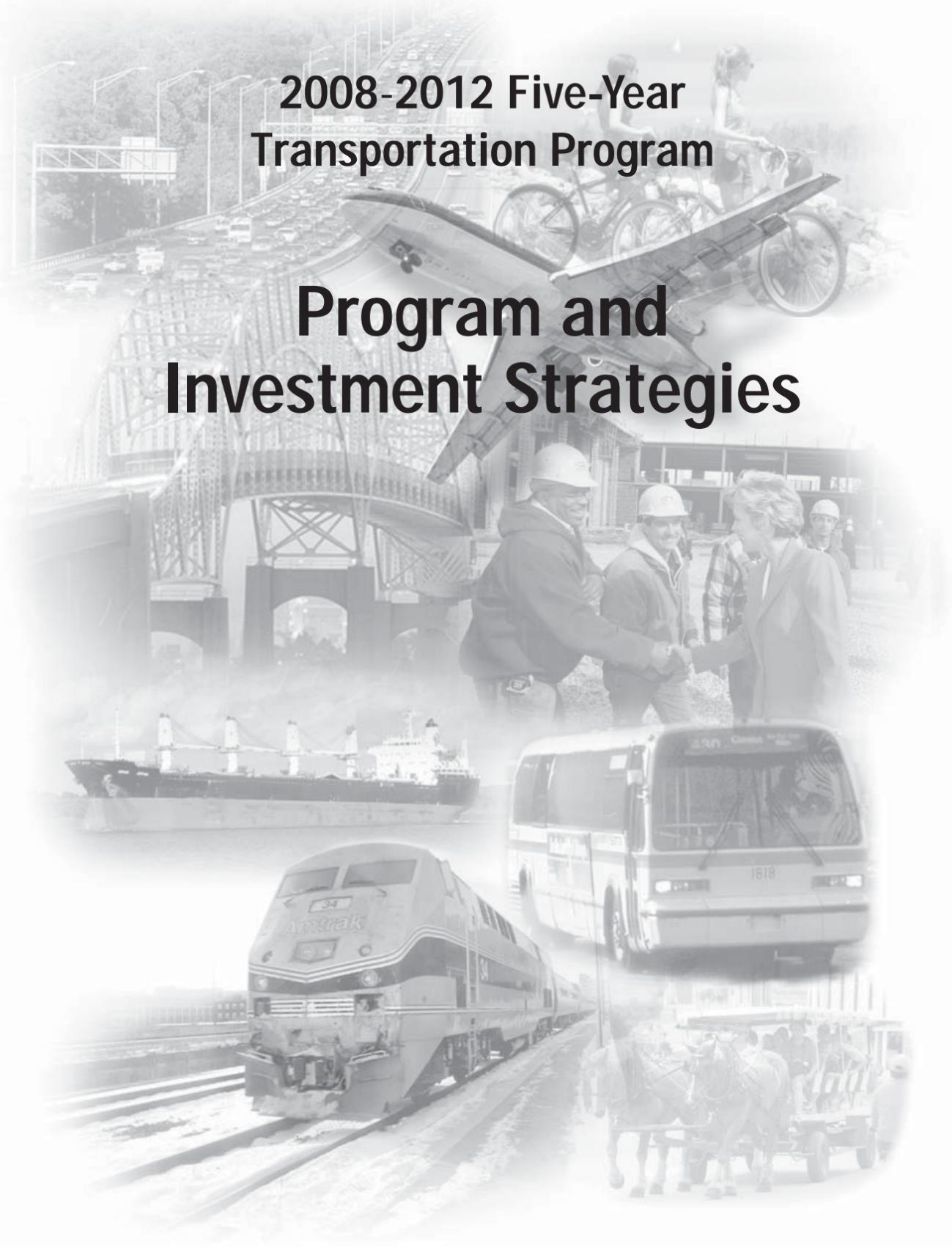
Outreach and coordination occurs very early in program development, beginning with candidate project selection and continuing through final project selection and review of the draft program. Stakeholders include the public, rural task forces, MPO partners, individual units of government, and the Legislature. We are also improving the process of tracking public engagement at the regional level, to enhance local communication and follow-up with transportation industry partners and the general public.

During FY 2008, MDOT will begin implementing the State Long-Range Transportation Plan. The plan communicates MDOT's vision for our multi-modal transportation system over the next 20 years. MDOT values the input of Michigan citizens and stakeholders and will use their valuable insights gathered through public involvement meetings to shape policy and develop goals and objectives to meet our shared vision for a 21st century transportation system that meets the needs of our customers, is safe and secure, and supports our state's economic future.

MDOT continues to emphasize and strengthen partnering efforts with transportation stakeholders and the general public throughout the program. Workshops and stakeholder meetings also are conducted to incorporate context sensitive solutions into transportation projects.

In addition, local outreach for aviation projects takes place during development and adoption of a master plan for each airport facility. A master plan must be approved by MDOT and the Federal Aviation Administration to be eligible to receive state and federal funds. Public hearings are held as part of the process of developing the plans. Funding for each project is approved in a public meeting of the Michigan Aeronautics Commission. Project selection takes place within the plan framework. For transit investments, public involvement is largely conducted at the local level where project selection takes place.

MDOT also provides over 35 online publications. Examples of some of the free publications available from our Web site include: our state road map, state truck operators map, standards for highway signs, a brochure which explains permitting requirements and the administrative rules which regulate driveways, as well as banners and parades on and over state highways. Please visit our Web site at www.michigan.gov/mdot.



**2008-2012 Five-Year
Transportation Program**

**Program and
Investment Strategies**

Program

The Michigan Department of Transportation (MDOT) FY 2008-2012 Transportation Program continues to implement the goals and policies outlined by the State Transportation Commission, emphasizing preservation of the transportation system and providing safe mobility to motorists. The program focuses on making government effective, efficient, and inclusive; providing a safe and secure transportation system; protecting natural resources, air quality, and improving land use practices; and providing economic development opportunities as set forth in Governor Granholm's vision for improving the quality of life and growing Michigan's economy.

Preservation of Michigan's existing transportation system and the safety of that system remain MDOT's highest priorities. This Five-Year Transportation Program will invest nearly \$4.7 billion on system preservation through the repair and maintenance of Michigan's roads and bridges. In addition, more than half of the investment programmed for capacity improvements will go toward preserving existing roadway adjacent to those new lanes, thereby helping to grow Michigan's economy simultaneously through both preservation and capacity enhancement. The majority of the Multi-Modal Program will also focus on system preservation. Investments in Michigan's transportation system will focus on a comprehensive safety program and increased emphasis on elderly mobility and expanded work zone safety efforts.

Governor Granholm's Preserve First Initiative began in 2003 and ended in 2007. The Preserve First Program placed an increased emphasis on preserving our transportation system rather than expanding it. The Preserve First Program has enabled substantial progress toward achieving the pavement condition goal established by the State Transportation Commission, of having 95 percent of the freeways and 85 percent of the non-freeways in good condition by 2007. Although the program has ended, MDOT will continue to focus on the preservation of Michigan's existing transportation infrastructure. Details about MDOT's investment strategy and planned preservation projects are discussed under the investment strategy section beginning on page 21 and the region strategies and highlights section beginning on page 54.

2008-2012

Five-Year Transportation Program

Federal Legislation

On August 10, 2005, the Safe, Accountable, Flexible and Efficient Transportation Act: A Legacy for Users (SAFETEA-LU) was signed into law. SAFETEA-LU is the long awaited successor to the Transportation Equity Act for the 21st Century (TEA-21), which expired on September 30, 2003, and was extended 12 times by Congress. SAFETEA-LU authorizes federal funding for surface transportation programs for FYs 2005 through 2009. When combined with enacted spending levels for FY 2004, the six-year nationwide transportation spending authorizations will total \$286.5 billion, representing an increase of more than 31 percent over TEA-21 levels. Under SAFETEA-LU, the six-year total spending on transit programs and projects will reach \$52.6 billion, while spending on highway programs and projects will reach \$233.9 billion.

SAFETEA-LU continues to build on the successes of previous surface transportation acts.

A few highlights of the legislation are listed below.

- Michigan's donor state status was improved through an increase in the minimum guaranteed return on taxes Michigan motorists send to Washington, D.C. SAFETEA-LU phased in the increase for the minimum guaranteed return. Throughout the years covered by TEA-21 (FY 1998-2003) and in the first two years of SAFETEA-LU (FY 2005 and 2006), the minimum return was 90.5 percent. This increased to 91.5 percent in FY 2007 and will increase again in FY 2008 to 92 percent, where it will remain at least through FY 2009.
- As the name suggests, one of the primary focuses of SAFETEA-LU is safety. Funding for safety programs nearly doubled when compared to TEA-21 levels. In addition, states are required to work with all major state and local safety stakeholders to implement a statewide safety plan, and have been empowered with new flexibility in an effort to significantly improve transportation safety. Michigan is a recognized leader in this area, having already prepared a strategic highway safety plan prior to enactment of SAFETEA-LU. Much of SAFETEA-LU's focus on safety has been incorporated into the preservation element of our road and bridge program.
- A new program was created to direct funding to the nation's international border crossings. With some of the busiest international commercial and passenger traffic, Michigan will benefit from this program as we continue our work toward improving the safety, security, and efficiency of these crossings.
- Enhanced opportunities for innovative finance will help leverage and maximize all available funding. SAFETEA-LU further expands available resources from non-traditional sources, such as private activity bonds.
- More federal transit resources are directed toward creating additional opportunities for rural, low-income, disabled, and elderly populations.

Impacts to the Transportation Program

Federal revenue accounts for roughly half of the funding used to support our transportation program. The creation of new programs and the changing federal priorities included in SAFETEA-LU has presented unique challenges to our efforts to maintain continuity in the transportation program.

Within the federal highway program, there are a handful of funding categories (known as core programs) through which most federally-aided projects are funded. The funding for these core programs in SAFETEA-LU grew at a slower rate than overall funding. Consequently, the core programs' share of total highway funding declined from 86 percent in TEA-21 to less than 82 percent in SAFETEA-LU.

While core programs were being reduced, both the dollar value and total number of congressionally designated (or earmarked) highway projects increased significantly. TEA-21 contained \$11 billion worth of highway earmarks. This amount nearly doubled in SAFETEA-LU to \$21.6 billion. Earmarked project funding comprises 11 percent of highway authorizations in SAFETEA-LU, up from only 6 percent in TEA-21.

A sizable portion of our core program funds has been replaced with funding earmarked for specific projects and new programs. As a result, our federally available revenue has become significantly less flexible. This reduction in flexibility makes it more difficult to address needs that have been or will be identified through objective research, complicates the planning process, and poses new challenges to attaining previously announced infrastructure goals.

Revenue Assumptions

2008-2012

Five-Year Transportation Program

Federal Revenue Assumptions for Highways

Highway capital program revenues for FY 2008 to FY 2012 include an increase in federal funding based on the federal transportation bill known as SAFETEA-LU. The federal government routinely limits the percentage of federal aid that is allowed to be obligated on projects. During the years covered by TEA-21, the obligation limit averaged 92 percent. This is in sharp contrast to our experience thus far under SAFETEA-LU, since the obligation limit has only averaged 87 percent. Obligation limits for all states are estimated to average between 87 and 90 percent over the life of SAFETEA-LU (2005-2009).

FY 2008 to FY 2012 federal aid revenue is based on SAFETEA-LU obligation authority estimates provided by MDOT's Bureau of Transportation Planning. It is projected that \$3.9 billion in federal aid obligation authority will be made available to the highway capital program for this Five-Year Transportation Program.

At the federal level, all surface transportation tax revenue that is the source of funding for the federal highway program is deposited into the Highway Account (HA) of the Highway Trust Fund. Recent estimates for receipts deposited into the HA and outlays paid from the HA project that the account will end FY 2009 with a negative \$4.3 billion year-end balance. As a practical matter, the HA can not end a fiscal year with a negative balance. If the HA runs out of money near the end of FY 2009, as is currently projected, reimbursements to states will slow dramatically and will only be made as new motor fuel tax receipts, which are deposited in the HA every two weeks, become available. Congress can act to remedy this situation by either increasing the resources of the HA, by reducing spending from the HA, or a combination of the two. Should Congress reduce HA spending, it could have a substantial impact on our road and bridge program investment levels in the five-year program.

State Revenue Assumptions for Highways

The state aid revenue estimate used to develop the 2008-2012 Five-Year Transportation Program for highways is based on MDOT's share of the FY 2008 Michigan Transportation Fund (MTF) as estimated by the Department of Treasury, Economic and Revenue Forecasting Division. Future year state revenue is forecasted using a long-range forecasting model produced by MDOT's Statewide Transportation Planning Division.

MDOT's state transportation revenues available from the State Trunkline Fund (STF), including routine maintenance, debt service and prior year fund balance, is estimated at \$2.2 billion during the 2008-2012 Five-Year Transportation Program timeframe.

Bond Financing for Highways

This Five-Year Transportation Program also includes bond investments to support funding for the Governor's Jobs Today Initiative and SAFETEA-LU earmarks. The bonds will be in the form of Grant Anticipated Revenue Vehicle (GARVEE) notes. These notes will finance a total of \$76 million worth of FY 2008 investments.

Total Revenue Available for Highways

The total revenue available for the 2008-2012 Highway Program is approximately \$6.21 billion. This total includes estimated federal and state revenue, bond revenue, and accounts for debt service as well as the FY 2007 fund balance. Anticipated Highway Program investments for the 2008-2012 Five-Year Program total approximately \$6.19 billion.

Multi-Modal Revenue Assumptions

There are several challenges to projecting out multi-modal revenues over a specific period of time, including:

- MDOT's multi-modal programs are supported by a number of state and federal revenue streams, each one of which is subject to a separate set of influences.
- Most state revenue sources for portions of MDOT's Multi-Modal Program (bus, marine, and rail) are not constitutionally protected and, therefore, subject to re-direction or reversal back to the general fund via legislative action. Revenues allocated to the State Aeronautics Fund are legally required to be spent for aviation purposes and are not subject to re-direction. Similarly, state and federal funding for the Local Grade Crossing Program comes from restricted, rather than general, fund sources and is not subject to re-direction.
- As noted above, the annual appropriations process plays a significant role in determining both the size and configuration of the total program. All available revenues may not be appropriated each year.

Keeping these challenges in mind, the following assumptions were used to estimate the revenue available for MDOT's Multi-Modal Program.

Federal Revenue Assumptions for Multi-Modal

Multi-modal federal revenue assumptions for 2008 – 2012 include the following:

- Continuation of current federal aviation funding. Federal funding for MDOT's aviation programs is based on the Vision 100, Century of Aviation Reauthorization Act of 2003.
- Moderate increases in federal transit funding apportioned to MDOT are based on SAFETEA-LU.²
- Federal funding for rail passenger and marine passenger programs are intermittent, based on congressional earmarks and special projects. For the purpose of this plan, no federal funding was included in the assumptions. As noted above (the footnote for the prior bullet), the new starts earmarks in SAFETEA-LU are not included in MDOT's program because it has not yet been determined if the projects will have a state or local lead.

State Revenue Assumptions for Multi-Modal

Multi-modal state revenue assumptions for FY 2008–FY 2012 include the following:

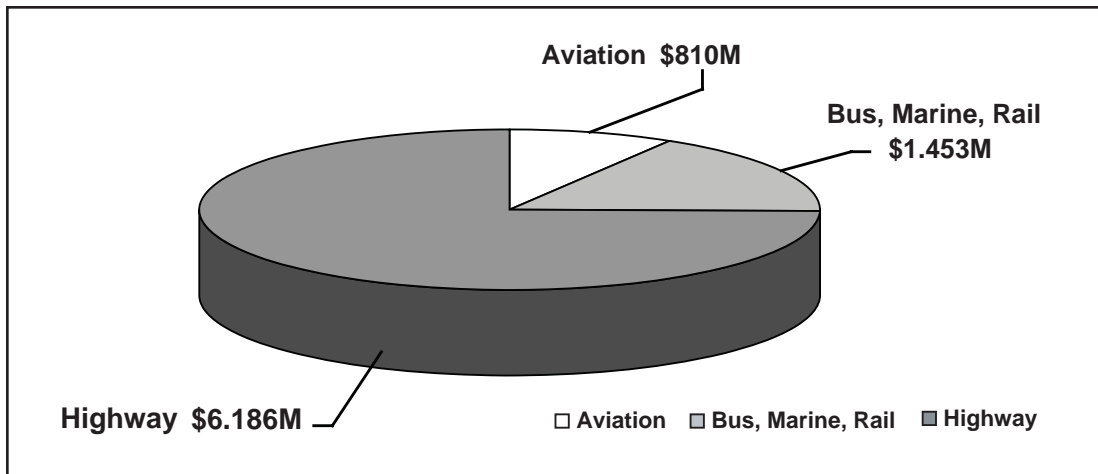
- Slight decreases in state aviation revenue appropriation levels due to reduced receipt of state aviation fuel taxes.
- Annual state aviation funding from Airport Safety and Protection Program bonds is included in the Multi-Modal Program through December 2007, at which time the bond authorization expires.
- Continuation (i.e., no growth) of the FY 2008 CTF appropriation levels, which are based on full restoration of prior year sales tax reductions. However, revenues to the CTF may not be able to sustain the FY 2008 appropriation levels. As a result, the base year funding estimates may be overstated.
- Funding levels for the MiRLAP continue to be based on anticipated loan repayments with a modest contribution from annual legislative appropriations. (The combined total of the annual legislative appropriations is limited to \$15 million and that full appropriation level has yet to be met.)
- Funding levels for the Local Rail Grade Crossing Program are based on federal funding levels in SAFETEA-LU and continuation of the Act 51 mandated state funding levels.

² Not included in MDOT's Five-Year Transportation Program are the two new start earmarks provided in SAFETEA-LU, including the \$100 million for the Ann Arbor to Detroit Transit Improvement Project. It has not yet been determined if these projects will have a state or local lead.

FY 2008-2012

Investment Strategy

This Five-Year Transportation Program invests nearly \$8.45 billion in MDOT's transportation system. This includes five years of investments in the Highway Program (FY 2008-2012) and five years of investments in the aviation, bus, rail and marine programs. Each year, an average of \$162 million will be invested in the aviation program and \$291 million will be invested in the bus, rail and marine/port programs. An annual average of \$1.24 billion will be invested in the Highway Program over the 2008-2012 time frame, including routine maintenance. This investment level is not only fiscally responsible, but supports a program that ensures the preservation and improvement of our transportation network. See the following pie chart:



2008-2012

Five-Year Transportation Program

MDOT's Five-Year Transportation Program

(Total = \$8.45 Billion)

2008-2012 Highway Program Investment Strategy

2008-2012

Five-Year Transportation Program

Our investment strategy is a key component of the cooperative planning process and provides the public with a longer term perspective regarding the transportation program. New technology makes it possible to combine long-term goals with current condition data to generate a five-year program, as well as integrate the data to coordinate road and bridge improvements and achieve new investment efficiencies.

MDOT FY 2008-2012 Highway Program investments total approximately \$6.19 billion, including pre-construction phases (project scoping, environmental clearance, design, right-of-way acquisition) and construction projects. The total includes additional funds from the Governor's Jobs Today initiative and SAFETEA-LU earmarks.

This Five-Year Transportation Program will provide Michigan travelers with an average of approximately 170 miles of improved roads in each of the next five years, as well as repairs to an average of more than 200 bridges per year. We will also manage our road system by extending the life of nearly 1,400 miles of pavement each year through the Capital Preventive Maintenance (CPM) program. The investment of the Five-Year Highway Program totals \$6.19 billion from FY 2008 to FY 2012, or an average of \$1.24 billion annually. The following charts depict MDOT's FY 2008-2012 road and bridge Program investment strategy.

FY 2008 to FY 2012

MDOT's 5 Year Highway Program

REPAIR AND MAINTAIN ROADS AND BRIDGES	Annual Average	5-Year Total
REPAIR AND REBUILD ROADS		
Preserve Rehabilitation & Reconstruction ⁽¹⁾	\$ 341 million	\$ 1,704 million
Passing Relief Lanes ⁽¹⁾	\$ 2 million	\$ 8 million
Capital Preventive Maintenance	\$ 95 million	\$ 474 million
TOTAL REPAIR AND REBUILD ROADS	\$ 438 million	\$ 2,186 million
REPAIR AND REBUILD BRIDGES		
Preserve Rehabilitation & Reconstruction	\$ 114 million	\$ 571 million
Capital and Scheduled Preventive Maintenance	\$ 40 million	\$ 199 million
Big Bridge	\$ 31 million	\$ 154 million
Special Needs ⁽⁵⁾	\$ 5 million	\$ 25 million
Blue Water Bridge	\$ 4 million	\$ 21 million
TOTAL REPAIR AND REBUILD BRIDGES	\$ 194 million	\$ 970 million
ROUTINE MAINTENANCE	\$ 302 million	\$ 1,511 million
TOTAL REPAIR AND MAINTAIN ROADS & BRIDGES	\$ 934 million	\$ 4,667 million
CAPACITY IMPROVEMENT (CI) ⁽²⁾ AND NEW ROADS (NR)		
Capacity Improvements ⁽¹⁾	\$ 45 million	\$ 223 million
Research Capacity Improvements	\$ 5 million	\$ 25 million
New Road Construction ⁽¹⁾	\$ 9 million	\$ 43 million
Border Infrastructure Program	\$ 8 million	\$ 38 million
TOTAL CI & NR	\$ 66 million	\$ 329 million
SAFETY PROGRAM ⁽⁶⁾		
Signs	\$ 14 million	\$ 71 million
Markings	\$ 16 million	\$ 79 million
Signals	\$ 11 million	\$ 55 million
Safety Program	\$ 28 million	\$ 139 million
TOTAL SAFETY PROGRAM	\$ 69 million	\$ 344 million
CONGESTION MITIGATION AND AIR QUALITY (CMAQ)	\$ 39 million	\$ 195 million
INTELLIGENT TRANSPORTATION SYSTEM (ITS)	\$ 14 million	\$ 69 million
OTHER		
Other Federally Funded Programs ⁽³⁾	\$ 53 million	\$ 264 million
State Programs ⁽⁴⁾	\$ 64 million	\$ 319 million
TOTAL OTHER	\$ 117 million	\$ 583 million
TOTAL FIVE-YEAR TRUNKLINE PROGRAM	\$ 1,239 billion	\$ 6,186 billion

Source: Estimated Highway Program Template

1. Projects list included in the Five Year Transportation Program document. Preserve First and JobsToday projects included.

2. A substantial portion of Capacity Improvement projects includes the preservation of the existing road.

3. Other Federally Funded Program include Enhancement, Railroad Crossing, Safe Routes to Schools, Noise Abatement, and other programs

4. State programs include Transportation Economic Development Fund - Category A (TEDF A), Advanced ROW acquisition, Michigan Institutional Roads (MIR) program, Non-discretionary "M" Program, State Railroad Crossing program, Program Development and Scoping.

5. Bridge Special Needs includes emergency bridge repair items found during inspection.

6. Additional Safety funds are utilized in other programs such as road Rehab & Reconstruction, Bridges, Capacity Improvements, and New Roads

FY2008 to FY2012 Five Year Highway Program

By Work Category

Note:

(1) Routine maintenance consists of many activities including pothole filling, snow plowing, sweeping and grass cutting.

(2) Capital Preventive maintenance (CPM) program is included in the Preserve category of Five Year Transportation Program. The previous edition (Volume VII) combined CPM and Routine Maintenance under Maintenance category.

FY2008 to FY2012 Five Year Highway Program ⁽¹⁾

Jobs Today ⁽²⁾ & Congressional Earmarks ⁽³⁾

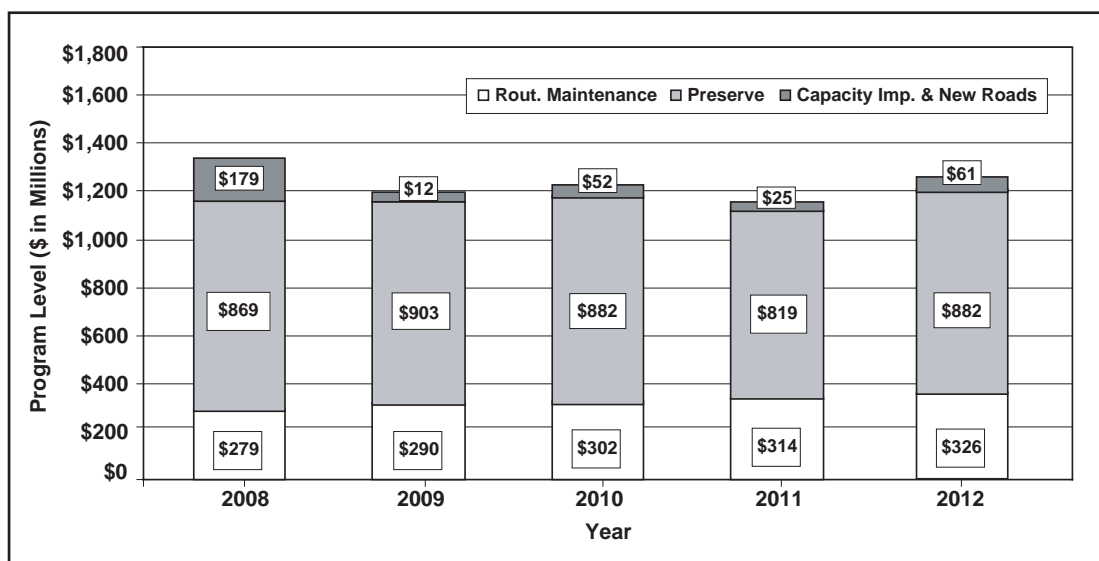
Note:

(1) MDOT Highway Capital Program investment includes routine maintenance

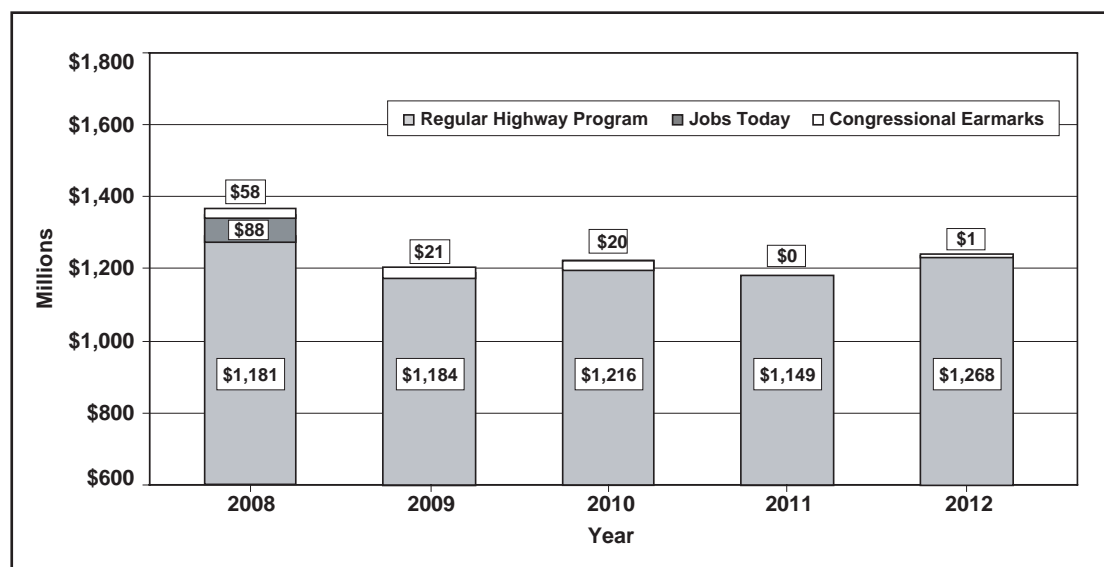
(2) Jobs Today ends after 2008

(3) Congressional Earmarks reflect 90% Obligation Limitation and State Match

FY 2008-2012 Five-Year Transportation Program investments for the highway program total \$6.19 billion. This total reflects investments for the major program categories of preservation, capacity improvement and new roads, and routine maintenance. The following graph illustrates the annual Highway Program investments by these program categories over the five-year time frame. The annual investments range from \$1.327 billion in FY 2008 to \$1.269 billion in FY 2012. The program size declines after FY 2008 due to the Jobs Today Initiative sun-setting after 2008.



The following graph illustrates the distribution of the 2008-2012 Highway Program by year. It also shows how much is allocated for the regular program, as well as Jobs Today and congressional earmarks.



2008 - 2012

\$302,000,000

(annual average)

2007

\$275,000,000

1997

\$176,000,000

**Annual
Routine
Maintenance
Budget**

Beginning in 2008 and continuing through the life of this program, an average of \$302 million per year will be spent for routine maintenance. Routine maintenance consists of many important day-to-day activities including pothole filling, snow plowing, sweeping, and grass cutting. This effort continues the increased funding for routine maintenance beyond the \$176 million spent in 1997.

2008 - 2012

\$1,237,000,000

(annual average)

2007

\$1,624,000,000

1997

\$890,000,000

**Annual
Road & Bridge
Investments**

Each year, from 2008 to 2012, MDOT will invest an average of \$1.237 billion to improve approximately 826 miles of road and approximately 300 bridges on the state highway system. Routine Maintenance activities also are included in this investment level.

2008-2012 Multi-Modal Program Investment Strategy

2008-2012

Five-Year Transportation Program

MDOT's FY 2008-2012 Multi-Modal Program provides for capital and operating assistance, technical support, and safety oversight of Michigan's air, rail passenger, rail freight, marine, intercity bus, charter bus, limousine, and local transit sectors of the transportation system. The Multi-Modal Program focuses on continued safe and secure operation of the existing transportation system through routine maintenance, capital replacement/rehabilitation, and preservation of existing service levels.

MDOT faces several challenges in laying out a multi-modal program, including:

- Implementation of the program is subject to annual appropriation of state and federal funds. State appropriations for multi-modal programs, in particular the Comprehensive Transportation Fund (CTF), can be more volatile than the highway program appropriations.
- For the CTF portions of the program (Bus, Marine and Rail), annual appropriations are heavily guided by the mandates of Public Act 51 of 1951; MDOT's discretion is limited.
- Since much of the state's multi-modal infrastructure is owned and operated by local and private entities, our investment strategy is largely a function of and in response to decisions made by entities other than MDOT. As a result of these challenges, MDOT presents its Multi-Modal Program with the strong caution that the assumptions used to develop the program are subject to significant annual influences. Also, since project level decisions are largely made outside of MDOT and are made annually based on available funding, the Multi-Modal Program does not include project level information.

It is also important to note that the transit portion of Michigan's Multi-Modal Program only includes the funding that is controlled by MDOT. Only 20 percent of the federal transit operating and capital funding that comes to Michigan is apportioned to MDOT. The remaining 80 percent is apportioned directly to individual transit agencies. MDOT is not involved in programming or managing the funding; therefore, it is not reflected in MDOT's program.

Multi-Modal Investment Strategy

MDOT's multi-modal investment strategy is established on a program-by-program basis.

Aviation

MDOT's aviation programs will be supported by federal funds established by Vision 100, Century of Aviation Reauthorization Act, annual appropriations from the State Aeronautics Fund and Airport Safety and Program Preservation (ASAP) bonds issued against the State Aeronautics Funds. The overall aviation program is largely determined annually in response to local investment strategies established by individual airports, consistent with the Michigan Aviation System Plan (MASP) and the Policy Plan for Michigan Air Service (PPMAS), both as approved by the Michigan Aeronautics Commission and federal priorities.

In general, state and federal aviation funds will be focused on:

- Preservation and maintenance of locally owned infrastructure.
- Safety and security (infrastructure and operations).
- Capacity improvement.

MDOT's investment strategy for aviation includes the following programs: Aviation Improvement, Air Service Program and All Weather Airport Access.

Airport Improvement Program

The Airport Improvement Program provides funding for approximately 236 public use airports for capital improvement projects and pavement maintenance. Of the 236 eligible airports, 93 receive federal entitlement funding as part of the National Plan of Integrated Airport Systems. As the majority of Michigan's public-use airports that receive federal entitlement funds are owned and operated by local governments, projects using these funds are selected by the airports, not MDOT.

Air Service Program

The Michigan Air Service Program is designed to attract and maintain quality air service for Michigan's 17 airports with scheduled air service. MDOT specialists work directly with the airlines and Michigan airports to increase, recruit, and maintain levels of air service throughout the state.

All Weather Airport Access Programs

The All Weather Airport Access Program enables airports to be accessible to pilots during inclement weather conditions. This includes 37 state-owned Automated Weather Observing Systems (AWOS) that provide pilots with continuous weather information via radio, telephone, and computer.

Additionally, this program includes pilot information systems at 52 Michigan airports. These systems allow pilots to check weather conditions at any airport in the United States.

While not specifically covered in its investment strategy, MDOT's aviation programs will also include numerous aviation safety and education initiatives.

Efforts will include: pilot safety seminars, an annual aviation/aerospace teacher Workshop, licensing of public-use airports, licensing of flight schools, annual publication of the Michigan Airport Directory and Aeronautical Charts, and quarterly publication of MDOT's safety publication, *Michigan Aviation*.

Bus, Marine and Rail Passenger

MDOT's passenger transportation programs include local transit, intercity bus, passenger rail, and marine passenger. These programs will be supported by annual appropriations from the Comprehensive Transportation Fund (CTF), the transit portions of SAFETEA-LU, and various other revenues.

Investments in these programs are largely determined by:

- Detailed requirements set forth in Act 51 of 1951 for the annual distribution of CTF revenues.
- Annual state appropriations process.
- Eligible use of federal formula apportionments in SAFETEA-LU (for local transit and intercity bus).

Local Transit

Because of the potential for variation in the annual CTF appropriations process, a total program amount is provided on page 38. It is important to note that investment levels are not provided for each of the program's elements that are described in the following pages.

MDOT will continue its partnership role in the area of public passenger transportation by providing financial and technical assistance to public, private and non-profit transit providers. In FY 2007, MDOT issued nearly \$200 million in operating, capital and special project contracts to support over 130 local transit providers. This level of assistance – in terms of dollar and number of providers - should remain steady over the next five years. Compliance monitoring of these funding recipients will remain a significant activity.

MDOT will continue to focus its state and federal transit funding on:

- **Transit Operations:** Preservation of existing transit services in all 83 Michigan counties via state and federal operating assistance.

Most of this assistance is provided as a percentage of eligible costs and while it is MDOT's goal to maintain percentage levels from year to year, eligible costs continue to grow at rates faster than state and federal revenues. Percentage rates will likely continue to decline over the next five years.

- **Rural and Specialized Services Infrastructure:** Preservation and maintenance of the existing locally-owned infrastructure through the distribution of federal funds and state match, will continue for routine vehicle replacement in rural areas and among specialized service providers. MDOT will grant state and federal funds to replace vehicles as they become eligible, with the goal of having no more than 20 percent of each agency's fleet passed its useful life. Meeting this goal is dependent on the availability of federal funds, including congressional earmarks to MDOT.
- **Capital Match:** Support of local capital strategies established by individual transit agencies. Local transit agencies use state resources to match federal capital grants awarded to them. While MDOT's goal is to use state funds to provide all of the required match to access federal capital grants to local transit agencies, revenues to the CTF have fallen short of this goal.

Intercity Bus and Passenger Rail

MDOT will continue to support and supplement services provided by the individual intercity passenger carriers to help maintain public intercity passenger transportation as a viable mode of travel in Michigan. MDOT will continue its three-pronged approach to intercity passenger service. First, MDOT will use state and/or federal funds to contract with intercity carriers to provide route service that would not otherwise exist, i.e., would not be provided by the carrier absent a state subsidy. Second, MDOT will provide state and/or federal funds to enhance the intercity passenger infrastructure, such as funding for construction of intercity passenger terminals, motor coaches, and track and technology improvements. These investments will help enhance the transportation experience for intercity passengers and help reduce costs for the carriers. Third, MDOT will work with the carriers in an effort to maintain and enhance intercity passenger service in Michigan, including connectivity with other passenger modes.

Available state and federal funds will be used for the following program elements:

- **Intercity Terminals/Stations:** Forty-four terminals/stations serve intercity bus and/or passenger rail; most are owned by local agencies/governments. Terminal and station projects will be identified on an annual basis based on available funding and consultation with intercity carriers and station/terminal owners.
- **Intercity Bus Service:** MDOT will continue to use state and federal funds to provide operating assistance for five intercity bus routes in northern Lower Michigan and the Upper Peninsula.

Through contracts with private carriers, it is MDOT's goal to maintain over a million miles of scheduled route service that reaches 87 Michigan communities that would not have any intercity bus service in the absence of MDOT support. MDOT will also continue to maintain, including routine replacement, 30 state-owned motor coaches that are leased to Indian Trails and Greyhound to maintain and preserve daily regular route scheduled service throughout Michigan.

This capital assistance helps reduce carrier operating costs and the need for ongoing operating assistance to retain a statewide network of routes.

The 30 motor coaches provided by MDOT support 3.8 million miles of scheduled route service a year.

- **Passenger Rail:** State funds will continue to be used to maintain passenger rail service – the Pere Marquette, Grand Rapids-Chicago service and the Blue Water, Port Huron-Chicago service. MDOT will continue to work with local governments, Travel Michigan, Amtrak, and local convention visitor's bureaus throughout the state to promote passenger rail travel in Michigan. To the degree funds are available MDOT will continue to make capital investments in the passenger rail system, including continued development of the Incremental Train Control System (ITCS). The ITCS signal system allows increased train speeds along the Detroit to Chicago high-speed corridor. Grade crossings will also continue to be part of the five-year passenger rail program.

Marine Passenger

MDOT's investment strategy for marine passenger is focused on maintenance of the existing locally-owned public ferry infrastructure. Based on annual appropriation levels, MDOT will grant up to \$500,000 a year to Michigan's two public ferry authorities for capital improvements, such as dock and vessel repairs, as identified by the local authorities.

Passenger Safety

MDOT will continue to carry out its passenger safety programs.

- **State Safety Oversight for Rail Fixed Guideway Systems:** MDOT is the designated state agency to provide state safety oversight for rail fixed guideway systems in Michigan. Currently, the Detroit people mover is the only system in Michigan where state oversight is required by the Federal Transit Administration. State oversight will continue to ensure compliance with 49 CFR, Part 659.
- **For-hire Passenger Carriers:** MDOT will continue to carry out its responsibilities for safety oversight of for-hire passenger carriers under Act 271 of 1990 and Act 432 of 1982. MDOT is directly responsible for: (1) issuing authority (business licenses) to operate; (2) monitoring insurance compliance, and (3) physically inspecting motor buses or safety certifying limousines.

MDOT's motor coach inspection program is one of 28 state programs that meet or exceed federal motor carrier passenger standards.

Rail Freight and Ports

MDOT investment strategies for rail freight are determined by a combination of:

- Detailed requirements set forth in Act 51 of 1951 for annual distribution/use of CTF revenues.
- Diagnostic Study Team recommendations relative to safety enhancements at local grade crossings and the federal and state highway funds available to meet those needs.
- Investment decisions made by railroads and rail-dependent industries.
- Available fund balance in the Michigan Rail Loan Assistance Program revolving fund.

Investments are focused on preservation of the railroad infrastructure, grade crossing, safety enhancements, and economic development.

Under the Rail Freight Services and Safety Programs, MDOT manages approximately 530 miles of state-owned rail lines operated by four railroad companies under contract. MDOT provides loans to railroad users statewide to improve rail infrastructure and promote economic development.

To the degree funds are available, the Rail Freight Program will include:

- **Freight Property Management:** Encompasses lease and tax obligations, vegetation control, and repairs to bridges, culverts, crossings, and buildings on state-owned railroad property.
- **Freight Preservation and Development:** Capital improvements on state-owned rail infrastructure to enhance rail service in rural areas and small towns throughout Michigan. Through the Freight Economic Development Program, financial assistance is offered to rail users in the development and/or expansion of business and industry.

The program offers financial assistance in the form of loans covering up to 50 percent of the rail freight portion of the project when the rail improvements facilitate economic development. The loans can be effectively converted to grants if the applicant meets all contractual shipping requirements during the five-year repayment period.

- **Michigan Rail Loan Assistance Program (MiRLAP):** A self-sustaining revolving (no interest) loan program to assist the rail industry to preserve and improve Michigan's rail infrastructure and contribute to the stability and growth of the state's business and industry. Interest-free loans of up to \$1 million per project can be used for track rehabilitation, bridge and culvert repair, new construction, transload facilities, and rail consolidation projects.

MiRLAP loans fund up to 90 percent of the rail portion of the project costs with at least a 10 percent funding match from the applicant. Loans are repaid over a 10-year period.

- **Local Grade Crossing Program:** Provides local governmental units and railroad companies assistance with developing and implementing projects that enhance motorist safety at public highway-railroad crossings, including safety enhancements, and crossing eliminations through either road closure or track relocation.

While not included in the investment strategy, the Rail Freight Program will also include the regulation of public railroad grade crossings. The state owns approximately 5,000, which are inspected biennially.

2008-2012

Multi-Modal Programs

MDOT's Multi-Modal Investment Program

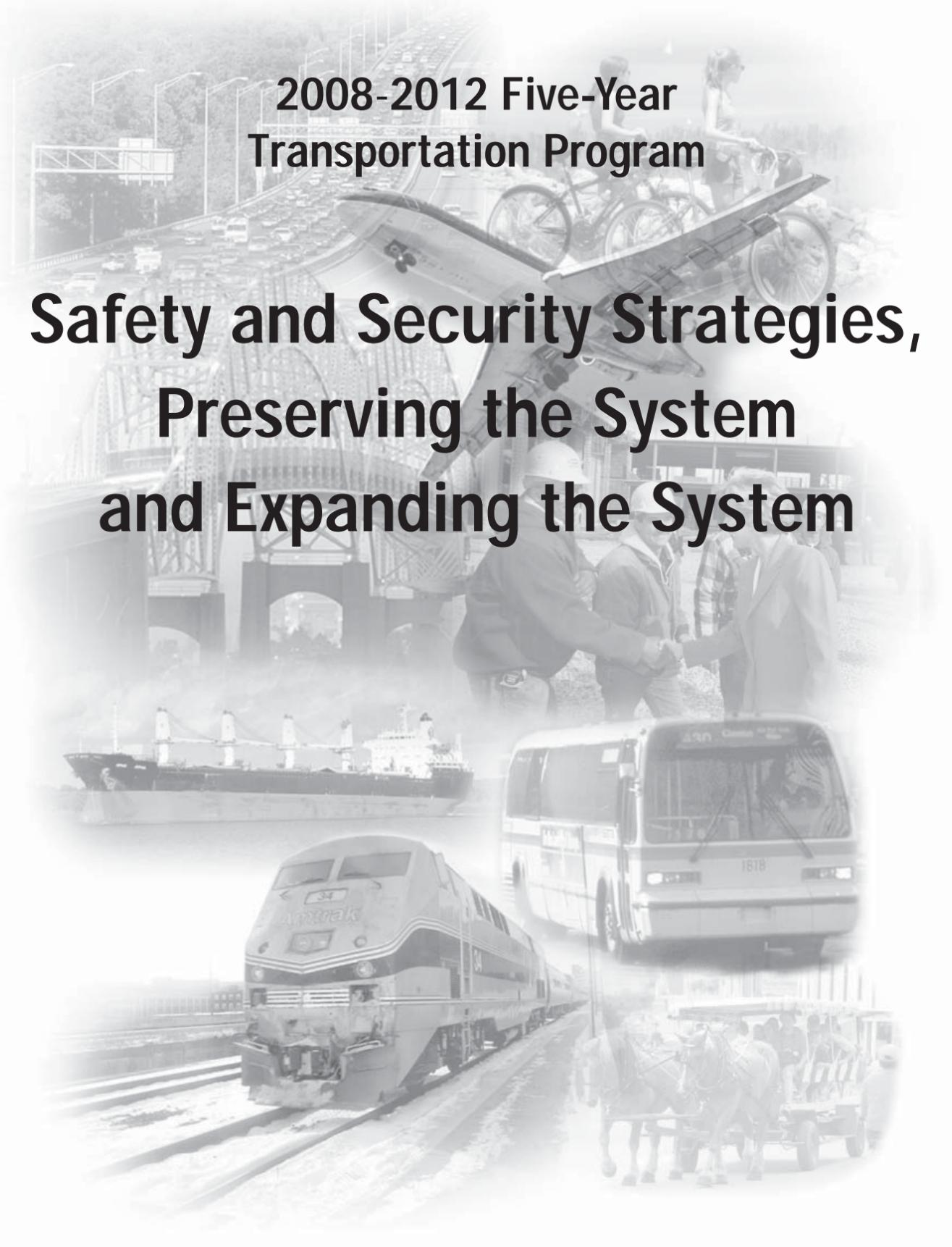
(Subject to appropriation
of state and federal funds)

For FY 2008 to FY 2012, MDOT estimates it will invest an average of approximately \$453 million per year in state and federal funds for the Multi-Modal Program.

Successful implementation of these programs is dependent on the annual appropriations process and the efforts of airport authorities, transit agencies, private non-profit transportation providers, rail freight carriers, Michigan governments and businesses, intercity passenger carriers, and others.

	Annual Average	Five-Year Total
AVIATION		
Aviation Improvement Program	\$ 161 million	\$ 805 million
Air Service Program	\$ 0.700 million	\$ 3.5 million
All Weather Airport Access Program	\$ 0.680 million	\$ 3.4 million
BUS, MARINE, RAIL PASSENGER³	\$ 276.94 million	\$ 1,384.7 million
RAIL FREIGHT AND PORTS	\$ 13.69 million	\$ 68.45 million
TOTAL	\$453.01 million	\$2,265.05 billion

³ Includes \$25 to \$35 million a year in excess federal authority included in MDOT's annual budget bill to allow for potential congressional transit earmarks to MDOT or to transit agencies that request MDOT submit the federal application on their behalf



**2008-2012 Five-Year
Transportation Program**

**Safety and Security Strategies,
Preserving the System
and Expanding the System**

Safety and Security

2008-2012

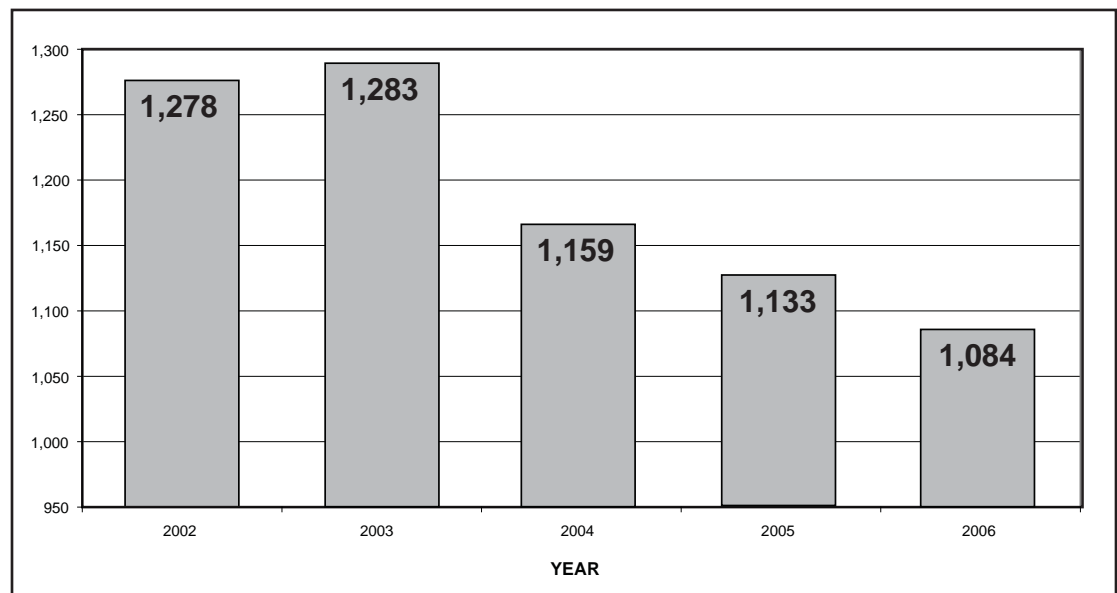
Five-Year Transportation Program

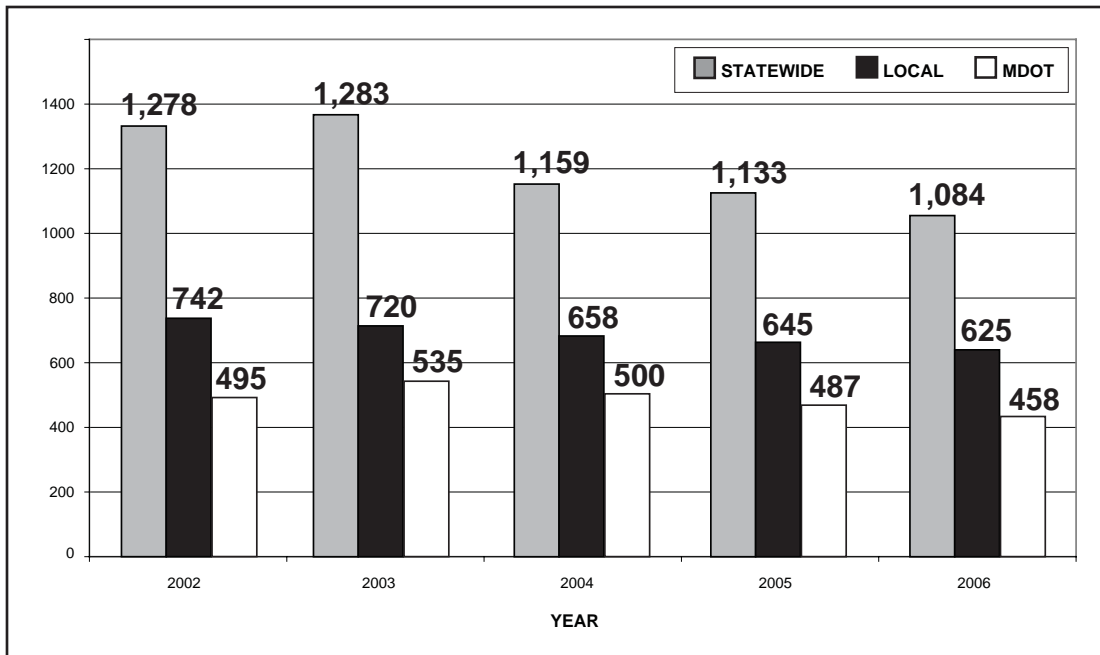
Michigan's Statewide Traffic Deaths

Traffic Safety Goals and Benefits

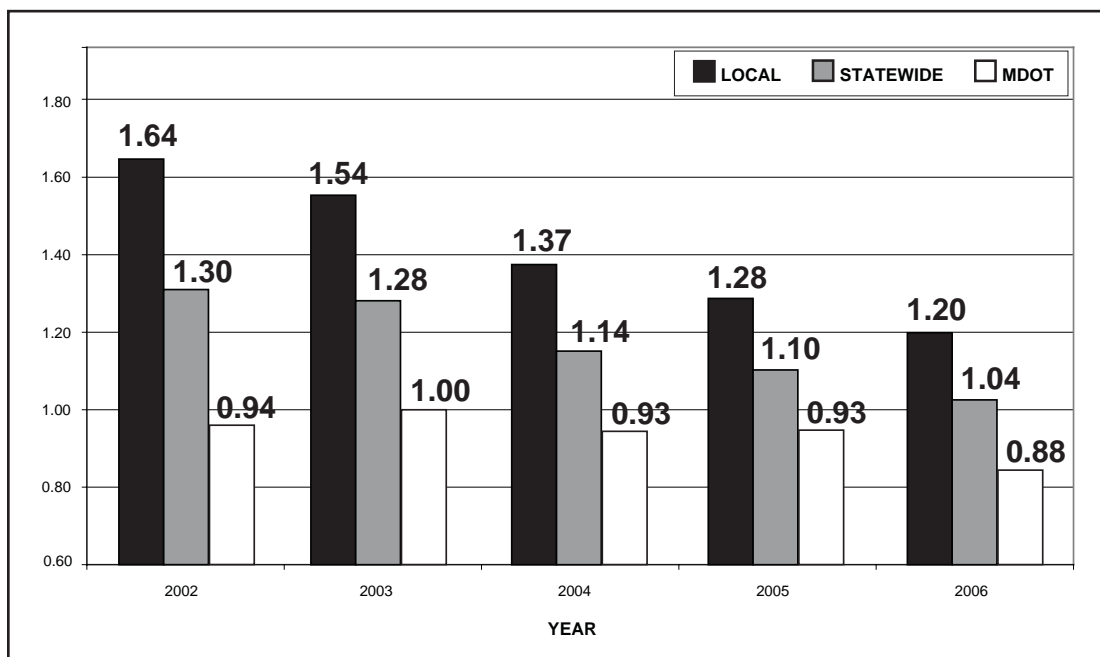
SAFETEA-LU requires each state department of transportation to develop and implement a Strategic Highway Safety Plan (SHSP) by October 1, 2006. The purpose of a SHSP is to identify the key safety needs in the state and guide investment decisions to achieve significant reductions in highway fatalities and serious injuries on all public roadways. Michigan's SHSP was adopted in December 2004 by the Governors Traffic Safety Advisory Commission (GTSAC) and endorsed by the Governor in 2006. The goal of Michigan's SHSP is to reduce fatalities on all Michigan roadways to 1.0 fatality per 100 million vehicle miles traveled by 2008.

For MDOT, this plan provides guidance in the allocation of the annual \$63 million safety program to reduce crashes and fatalities and improve the safety and operational efficiency of the state trunkline system. The plan also highlights the cooperative efforts of all state departments, working through the GTSAC, in improving highway safety on all state roadways. The 2006 statewide rate was 1.04 per 100 million vehicle miles traveled, while the nationwide average was 1.42. On the state trunkline system, the 2006 rate was 0.88 per 100 million vehicle miles traveled and 1.20 on Michigan's local road system. These rates equal to 458 and 626 fatalities, respectfully, on trunkline and non-trunkline roads. The following graphs indicate the decrease of fatalities and rates from 2002 to 2006 statewide and on the state trunkline and local road systems.





Michigan's Traffic Deaths by Road Class



Michigan's Death Rate Per 100 Million VMT

MDOT's comprehensive Safety Program focused on improving traffic control devices and driver information systems in an effort to improve driver safety. As part of MDOT's FY 2007 Safety Program, \$63 million was committed to the design, construction, and placement of signs, pavement markings, guardrail, traffic signals, and other safety improvement projects.

As a result of the FY 2007 Highway Safety Program, MDOT estimates a significant number of crash reductions, including 313 minor injury and property damage only crashes; and 52 severe injuries and fatality crashes compared to previous years' data. In recent years, MDOT's comprehensive Safety Program has implemented many efforts to improve driver safety. These efforts include:

A. Keeping Vehicles on the Roadway

Running off the roadway is one of the most severe types of crashes. Statewide, approximately 40 percent of all fatalities involve a vehicle departing the roadway.

In order to reduce injuries and fatalities due to vehicles leaving the road, several efforts have been targeted in the last five years and will continue to be targeted in 2008.

1. Improved Driver Guidance

A comprehensive program has been implemented to improve driver guidance and visibility during hours of darkness through improved pavement markings and signing.

We have been working with private industry to produce pavement markings with longer life expectancy and improved reflectivity, particularly during wet, inclement night conditions. In this program, the widths of all edge lines and interchange gore markings have been increased for the benefit of the senior driver and improved driver guidance. High quality pavement markings are also being used by MDOT on its long-term pavement fixes. The use of such a system on these pavements will limit exposure to our contractors and motorists and provide a multi-year marking system.

Also of benefit to motorists is the use of reflective backgrounds and legends on all new signs. To assure visibility at night, signs are replaced based on age. MDOT uses a replacement cycle of 15 years to maintain uniformity along our corridors. As part of this program, MDOT has revised its standard for freeway guide signs, increasing the reflectivity and legibility (clearview font) of the sign legends to accommodate senior drivers. Clearview font is the first highway sign font to be developed from research aimed specifically to meet the increasing needs of the senior driver. This revision will improve overall driver guidance on our freeways. In addition, clearview font is being evaluated on several non-freeway routes with a goal of full implementation by 2008.

Other signing changes include the increased reflectivity standard for signs being replaced, and the upgrade of all warning signs to fluorescent yellow in order to provide an inclement weather warning sign system that is effective in low light conditions.

FY 2007 accomplishments include adding 150 million feet of pavement markings statewide and replacing special markings in 40 of Michigan's counties. MDOT also upgraded signs on 211 miles of non-freeway facilities and 197 miles of the freeway system.

2. Warning for Motorists Who Leave the Roadway

Analysis revealed 17 percent of the “drift-off-the-roadway” crashes on Michigan’s freeways that occurred on roadways without rumble strips, resulted in severe injury or death to at least one crash victim. For comparison, only three percent of all Michigan freeway crashes result in severe injury or death. Rumble strips are a proven and cost-effective countermeasure to lane departure crashes brought on by driver drowsiness, distraction, and/or inattention. Since the late 1990s, MDOT has been systematically installing rumble strips on freeway shoulders, to the benefit of Michigan motorists.

Michigan’s experience shows a 40 percent reduction in “drift-off-the-roadway” crashes with rumble strips in place. In response to the significant crash decrease, MDOT adopted milled-in rumble strips as our standard on freeways. Since 2000, 10 stand-alone rumble strip projects were constructed on 786 miles of freeway. These projects prevent an estimated 177 crashes annually, including four fatal and 20 severe crashes.

Based on the success of this low cost safety countermeasure, MDOT adopted a non-freeway shoulder and centerline placement standard in 2007, and will expand the application of rumble strips onto the rural, non-freeway system, as part of a three-year effort beginning in 2008. Locations on rural, 55-mph trunkline roads, as summarized below, have been identified as being candidates for centerline and/or edge line rumble strips.

- a. Centerline – 5,700 miles (statewide total)
- b. Shoulder, minimum six feet paved – 1,700 miles (statewide total)

Crash maps showing crashes deemed correctable by rumble strips will be used to identify locations for the first year of construction. Rumble strip construction will be incorporated in the annual pavement marking program.

3. Minimizing the Consequences of Leaving the Road

The Guardrail Improvement Program replaced or upgraded deteriorated, non-standard guardrail and crash attenuators along 117 miles of roadway in 2007.

Crash history has indicated more fatalities and serious injuries occur when impacting the ends of barrier systems. MDOT has placed more than 5,000 guardrail endings during the past five years to mitigate this type of impact.

In addition to existing strategies to keep vehicles from leaving the road, several efforts have been undertaken to minimize the consequences if a vehicle does leave the road. One such effort is cable median guardrail. MDOT conducted a study in 2007 to evaluate the impact cable median guardrail would have on freeways where no median guardrail is present. Based on the results of this study, MDOT will be utilizing cable as a means for median protection on 300 miles of critical freeway corridors experiencing a higher than expected history of crossover crashes.

B. Safety Improvement Road Construction Projects

Safety improvement projects are constructed in response to traffic crash analysis. These projects typically involve improving safety at high crash locations.

During 2007, 23 safety improvement projects were implemented in response to traffic crashes. Of these projects, three were done as part of the road and bridge programs. Additionally, \$1.4 million was spent on minor safety improvements on the trunkline system, including minor intersection improvements, culvert extensions, right and left-turn lanes, removal of obstacles, passing lanes, non-freeway rumble strips, and minor guardrail improvements. As a result of the safety improvement projects, MDOT estimates the number of crash reductions at 313 minor injury and property damage only crashes, and 52 severe injuries and fatalities.

C. Operations

In 2007, the department installed nine new traffic signals and overhead beacons, four warning sign beacons, and three school devices. In addition, MDOT upgraded 256 traffic signals and beacons, 18 school devices, four warning sign beacons and re-timed 126 traffic signals. Through the use of other funding, 224 additional traffic signals on state trunkline were re-timed. Studies have shown properly timed signal systems improve corridor travel time, reduce individual intersection delay by five to 20 percent, and result in a nine percent fuel savings. For example, the signal re-timing effort begun in 2004, along the M-59 corridor in Macomb County, provided significant improvements in travel time.

The signal retiming efforts produced a 46 percent reduction of average stopped time, and an average speed increase of nine percent.

The savings in vehicle hours traveled and daily fuel consumption results in a benefit-to-cost ratio of 22 to 1. In response to this high cost benefit, MDOT plans to retime 900 additional traffic signals using various funding sources over the next five years.

Two significant operational changes in the area of traffic signals are the flashing yellow arrow and countdown pedestrian signals.

The flashing yellow arrow is a new type of display for left-turns replacing the flashing red ball as seen on Michigan's roadways. This new display is being introduced nationwide and ultimately will be required at all intersections where there is a separate left-turn arrow signal. This change is the result of a national study conducted for the Federal Highway Administration (FHWA), which demonstrated that new signals help prevent crashes, move more traffic through an intersection, and provide additional traffic management flexibility for road agencies.

Pedestrian countdown signals will be placed at signalized intersections equipped with pedestrian signals in central business districts, at established school routes, and other high pedestrian volume locations. Unless there is a documented safety or operational concern that can be addressed by this device, pedestrian countdown signals will not be added to an existing signalized location until it is modernized.

D. Senior Driver

MDOT recognizes the influence of senior drivers and their impact on the safety and traffic operations of Michigan's roadways. To gain an increased understanding of what can be done for this driving population, MDOT, as part of the 2004 North American Conference on Elderly Mobility, sponsored a demonstration roadway in downtown Detroit of various traffic control devices.

From this effort, the department has implemented the following initiatives: clearview font and brighter sign legends for freeway guide signs; LED traffic signals; fluorescent yellow warning signs; increased sign reflectivity standards; wider pavement markings; and various improved traffic signal displays, including box span signal displays as the standard signal design and countdown pedestrian signals. The box signal display design provides enhanced motorist visibility and thus, is a positive contribution to Senior Mobility. In continuation of these efforts, MDOT has taken on the role of American Association of State Highway Transportation Officials (AASHTO) lead state in the area of elderly mobility.

E. Work Zone Safety

To promote the safety and protection of workers and motorists, MDOT continued its second year of efforts to reduce speeds wherever workers are present through posting new signs in 2007. The sign, "Where Workers Present 45," means motorists must reduce their speed to 45 miles per hour (mph) where workers are present in highway work zones. In the past, motorists were required to reduce their speed to 45 mph in highway work zones - even where workers were not present. The "Where Workers Present 45" sign will make enforcement of work zone speed limits easier than in the past. Motorists are advised to "Look, Locate, and Lower" when traveling through work zones. Specifically, when approaching "Road Work Ahead" signs, motorists should maintain the posted speed limit, look for workers, locate workers, and lower speed to 45 mph where workers are present. This increased emphasis in worker safety has resulted in a change in observed speeds in MDOT's work zones. In 2006, there was 85 percent compliance to posted speeds compared to 15 percent in 2005.

MDOT has identified locations across the state where increased law enforcement in work zones may help keep motorists and workers safer during construction season. The department provides funding to cover overtime costs of state and local police officers patrolling work zones.

These added patrols, along with increased fines and penalties for traffic violations in work zones, help protect not only the highway workers, but also the drivers within these work zones. In 2006, there was a 20 percent reduction in work zone crashes and injuries statewide.

Important Trends

As a result of the safety program MDOT has implemented, trend data shows reductions in crashes, deaths, serious injuries, and the death rate per 100 million miles traveled, as illustrated on page 39. In addition, Michigan is approaching the 2008 AASHTO goal of 1.0 fatality per million vehicle miles traveled.

Approximately 60 percent of Michigan's traffic fatalities occur on local road systems. In recognition of this, MDOT has created the Local Safety Initiative (LSI) and has established a special unit, staffed by dedicated traffic engineers and an analyst, to give professional assistance to the state's local agencies in performing crash history reviews, crash analysis, and countermeasure evaluations. Since its inception, the LSI Program has completed or is in the process of completing reviews with 23 counties and 13 cities/villages. Twenty-four additional agencies are on the list for analysis.

One cooperative effort that has had a very positive impact on highway safety is the passing of a state law that allows police officers to ticket, as a primary offense, persons who are riding in a vehicle without fastened seat belts. Michigan's safety belt use remains relatively unchanged at a 94 percent usage rate.

Wayne State University Transportation Research Group conducted the direct observation survey in late spring 2007 in conjunction with the annual statewide safety belt mobilization effort. This is the highest rate ever recorded in the state, and puts Michigan among the highest belt use states in the country. Last year, Michigan's safety belt use rose to 94.1 percent, second only to Washington State.

However, there are still some statistical trends going in a negative direction, which means the work of the Michigan SHSP still needs to continue. For example, for the first time in six years, alcohol and/or drug-related traffic deaths rose from 408 in 2005 to 440 in 2006, a jump of almost 8 percent. That represents just over 40 percent of all traffic deaths. Michigan has not experienced an alcohol/drug involved percentage in traffic deaths that high in more than ten years.

Some of the increase can be attributed to a rise in drug-impaired involvement in crashes, which rose 16 percent in 2006. Michigan's .08 drunk driving law allows motorists who are impaired by illegal drugs to be charged under the intoxicated driving statutes. As a result, police officers are more frequently requesting blood tests to detect the presence of illegal drugs, which may be leading to a more accurate picture of alcohol and drug involvement in traffic crashes.

Action plans have been developed to address each traffic safety emphasis area identified in the SHSP. Several action plan strategies are being developed and implemented, including: safety belt use to maintain our high usage rate, lane departures and a focus on young drivers, and the graduated licensing curriculum.

Road Safety Audit Workshops

A road safety audit is a formal safety performance examination of an existing or future road or intersection by an independent audit team. Road safety audit workshops offered by FHWA are proving to be popular in Michigan. Three workshops were co-sponsored by MDOT and the Southeast Michigan Council Of Governments (SEMCOG), the largest metropolitan planning organization in the state, and a local unit of government. The sessions have been well attended by state and local representatives from the engineering, planning, and enforcement communities.

Safety Conscious Planning Workshops

The short-term objective is to integrate safety considerations into the transportation planning processes at all levels.

The workshops are designed to accomplish several objectives: introduce leaders in the safety, transportation, and transit planning communities to one another and give an overview of how each operates; learn about current initiatives that have incorporated safety into the planning process; and develop ideas and steps to integrate safety and transportation planning at the long-range plan and transportation improvement program level. Several workshops were held statewide in FY 2007.

Safe Routes to School Program

2008-2012

Five-Year Transportation Program

The Safe Routes to School (SR2S) Program was enacted with passage of SAFETEA-LU in August of 2005. The statute authorizes \$612 million nationwide for a five-year period ending September 2009. Michigan will receive roughly \$16 million, over five annual apportionments ending with FY 2009. Schools serving children in kindergarten through eighth grade are eligible for SR2S funding which can support both infrastructure and non-infrastructure projects.

SAFETEA-LU specifies the following purposes for the program:

- To enable and encourage children, including those with disabilities, to walk and bike to school.
- To make bicycling and walking to school a safer and more appealing alternative, thereby encouraging a healthy and active lifestyle from an early age.
- To facilitate the planning, development, and implementation of projects and activities that will improve safety and reduce traffic, fuel consumption, and air pollution in the vicinity of schools.

Michigan has created a SR2S handbook, which facilitates the completion of an action plan by school planning teams to create safe routes and encourage their use. The action plan is a prerequisite for funding eligibility in Michigan. Schools registering to carry out the Handbook planning process receive training and technical assistance.

As of October 1, 2007, 237 schools (over five percent of Michigan's 4,300 eligible schools) have registered and are working toward action plans; over 700 people have been trained to conduct the planning process. Applications for funding based on completed action plans for ten schools have totaled \$1.3 million. It is anticipated that many more schools will complete action plans and applications in 2008 and 2009, and request funding to assist in implementing their plans. For 2010 and 2011, funding will depend on inclusion of the program in federal transportation reauthorization legislation.

Infrastructure Security

MDOT's comprehensive infrastructure security plan is a compilation of several security plans. This past year, a new set of critical infrastructure protection plans for key assets was created. Interdependencies between transportation disciplines were evaluated as well.

The 2008-2012 Security report focuses on our successes and challenges in meeting these plans to balance security and mobility, given our investment and policy strategies. Why is this important? Recent events, such as the raising of the alert status from yellow to orange in the aviation sector, force us to measure our effectiveness through understanding our assets, evaluating our needs, setting goals, and taking action to accomplish these projects. This is followed by reassessing our needs.

MDOT's homeland security efforts incorporate coordination, interoperability, and solutions to protect and maintain a secure transportation infrastructure while deterring threats. We have verified our protective actions and physical improvements, as well as our future plans for protection, through site specific plans and inspections by federal and state security specialists.

An important factor is the coordination with law enforcement (local, federal, and state), local emergency response, and federal agencies. These agencies provide our department with information in identifying and correcting communication barriers. MDOT has developed specific actions that are taken at MDOT-owned border bridges in response to the Department of Homeland Security terrorist threat level.

The ground work for successful security relationships between transportation, emergency management, and homeland security agencies include:

1. Recognition of the vital need for transportation during incidents.
2. Responsiveness to surface transportation, including highway asset protection
3. More resources and people devoted to transportation agencies for preparing and testing programs.

MDOT is diligently working toward these goals by developing strong partnerships with other state agencies as well as federal agencies at the statewide level. With multimodal responsibilities, our department relies on flexibility to manage these key assets.

The Homeland Protection Board has oversight regarding all homeland security issues in the state. State Transportation Director, Kirk Steudle is a member of the multi-sector board. Michigan also has a statewide homeland security strategy.* MDOT has been successful in adding a specific goal to protect and enhance transportation capabilities in preventing, planning for, responding to, and recovery from a terrorist event.

Through this Board, and in support of the strategy, MDOT has received roughly \$2 million, just under six percent, of \$35 million in grant dollars allocated for state use. These grants are awarded through a funding committee (created to include state agencies such as MDOT) that recommends projects to the Board.

2008-2012

Five-Year Transportation Program

Border Crossings

Michigan's border crossings and international trade corridors are critical to the well-being of the local, state, and national economies and are, therefore, critical to national security.

When considering the flow of border crossing traffic, and more specifically, truck traffic, MDOT can show the importance of Michigan's transportation system and its relationship to truck flow to the rest of the country, as well as internationally. When a crisis occurs, delays and immobility can occur. During the hours and days after September 11, 2001, the backup at the borders approached 30 hours in some locations. We have made improvements to our critical infrastructure by investing in measures that will assist in maintaining or improving traffic flow across borders while increasing security measures.

It is Michigan's vision to establish and maintain a transportation border infrastructure network that allows for the seamless movement of people, goods, and services in a cost-efficient, timely, safe and secure manner. MDOT continues to improve the protection, collaboration and coordination with homeland security agencies in the development, construction, and operation of border facilities.

MDOT shares the ownership of two of the three bridge border crossings (International and Blue Water Bridges) with Canadian partners. The Ambassador Bridge is privately owned. There is also one vehicular tunnel crossing (Detroit Windsor Tunnel), two rail tunnels, one rail bridge, two passenger ferry crossings, and one truck ferry crossing.

MDOT completed a second round of security assessments for the International Bridge, the Mackinac Bridge and the Blue Water Bridge with partners from the federal government. Members of the federal team included military and economic specialists. These bridges are critical to the state's economy and to national security. Each of the bridges received high marks from the team.

MDOT's original assessments from 2002 defined a strong path to follow, and the federal team validated and verified the results. The Mackinac Bridge overall implementation of the assessment plan is one of the strongest in the nation and a model for other bridges. In addition, action plans* taken at these MDOT-owned bridges have been developed to respond to the Department of Homeland Security terrorist threat level.

Infrastructure Protection

The next step in the protection of the infrastructure is to have the surrounding area protected as well. The buffer zone protection plans through local law enforcement and local emergency managers are designed to coordinate those efforts.

The infrastructure investments in countermeasures are directed at deterrence and detection; retrofitting and intrusion devices are designed for protection. The breakdown by program is as follows:

Countermeasures for Deterrence and Detection

- Additional lighting
- Increased patrol during heightened awareness
- Detection system

Retro-fitting and intrusion devices for protection

- Physical barriers for standoff
 - Fencing
 - Concrete barrier
- Electronic barriers
 - Cameras
 - Sensors

Details of the use of these measures are not being released in full, but MDOT has used our homeland security dollars to provide for countermeasures such as: night shadow binoculars and night vision goggles, body harnesses, rescue devices, portable light towers, generators, escape hoods, detection systems, retrofitting protection devices, physical barriers for standoff, fencing, concrete barrier (much of the fencing and barrier wall was not funded through Department of Homeland Security, but through MDOT's operational budget), intrusion devices, camera surveillance systems, and sensor devices.

Communication

The communication function in emergency management has two primary functions:

- Giving the public accurate, timely, and useful information.
- Provide instructions throughout the emergency period, and operational information to staff.

The infrastructure investments for communicating with our local, state, and federal partners for the coordination with law enforcement agencies at all levels, as well as local emergency response and other state and federal agencies, begins with the interoperable communication systems and training.

Additionally, messages to improve mobility during an incident need to be provided to the public. The breakdown of the communication system by program is as follows:

- Communication
 - Interoperable radios
 - Increased training for Web-based incident management
- Intelligent Transportation Systems (ITS)
 - Enhanced and expanded ITS system
 - Border-related intelligent transportation systems
 - Incident management for traffic flow
 - Portable changeable message signs

As with the countermeasures, the details of the use of these measures are not being released in full, but MDOT has used homeland security dollars and our operational funding to provide for communication systems such as: Interoperable radios (75 radios purchased with homeland security funding), repeaters, mobile telecommunication devices, Web-based software for incident and resource management, training for the use of the communication systems, camera surveillance systems, sensor devices, and portable changeable message signs (10 purchased with homeland security funding).

Security-Enhanced Design

MDOT considers new options for transportation design, which will bring all types of security enhancements and plans for future needs. Having planners and designers partner together with security specialists will strengthen our final product. Our primary design projects, such as the Blue Water Bridge Plaza, will have new integrated security measures.

Transportation design includes considerations for other functions in the department. MDOT has a primary role in hazardous materials routing. In Michigan, MDOT is the designated routing agency and the Michigan State Police is the enforcement agency. The FHWA document entitled, “Highway Routing of Hazardous Materials – Guidelines for Applying Criteria,” is MDOT’s tool in determining new routing restrictions or designations. This document outlines the steps and procedures that are to be followed to establish the non-radioactive hazardous material routes. Border crossings are unique and need emergency response coordination as well as environmental protective measures for these types of routes. Currently, Michigan has nine restricted routes.

The infrastructure investments for design considerations are integrating countermeasures and communications into a specific project. These programs require planning, research, and dissemination of the information to the decision-makers. The breakdown by program is as follows:

- Border specific concerns
- Environmental considerations

- Re-Design
 - Hazardous Materials Routing
- Design Considerations
 - Need for hardening options
 - Border-related expansions
 - Consideration for security layout

National Infrastructure Protection Plan (NIPP)

As part of the work for the Homeland Protection Board, Michigan looked closely at the National Infrastructure Protection Plan (NIPP) and development of the 2006 national funding process, which includes program and capability enhancement plans, investment strategies, and the application process.

The NIPP provides the coordinated approach that will be used to establish national priorities, goals, and requirements for critical infrastructure and key resources (CI/KR) protection so that federal funding and resources are applied in the most effective manner to reduce vulnerability, deter threats, and minimize the consequences of attacks and other incidents. It establishes the over-arching concepts relevant to all CI/KR sectors identified in Homeland Security Presidential Directive-7 (HSPD-7), and addresses the physical, cyber, and human considerations required for effective implementation of comprehensive programs. The plan specifies the key initiatives, milestones, and metrics required to achieve the Nation's CI/KR protection mission. It sets forth a comprehensive risk management framework and clearly defined roles and responsibilities for the Department of Homeland Security (DHS), Federal Sector-Specific Agencies (SSAs), and other federal, state, local, tribal, and private sector security partners.

National Incident Management System and National Response Plan

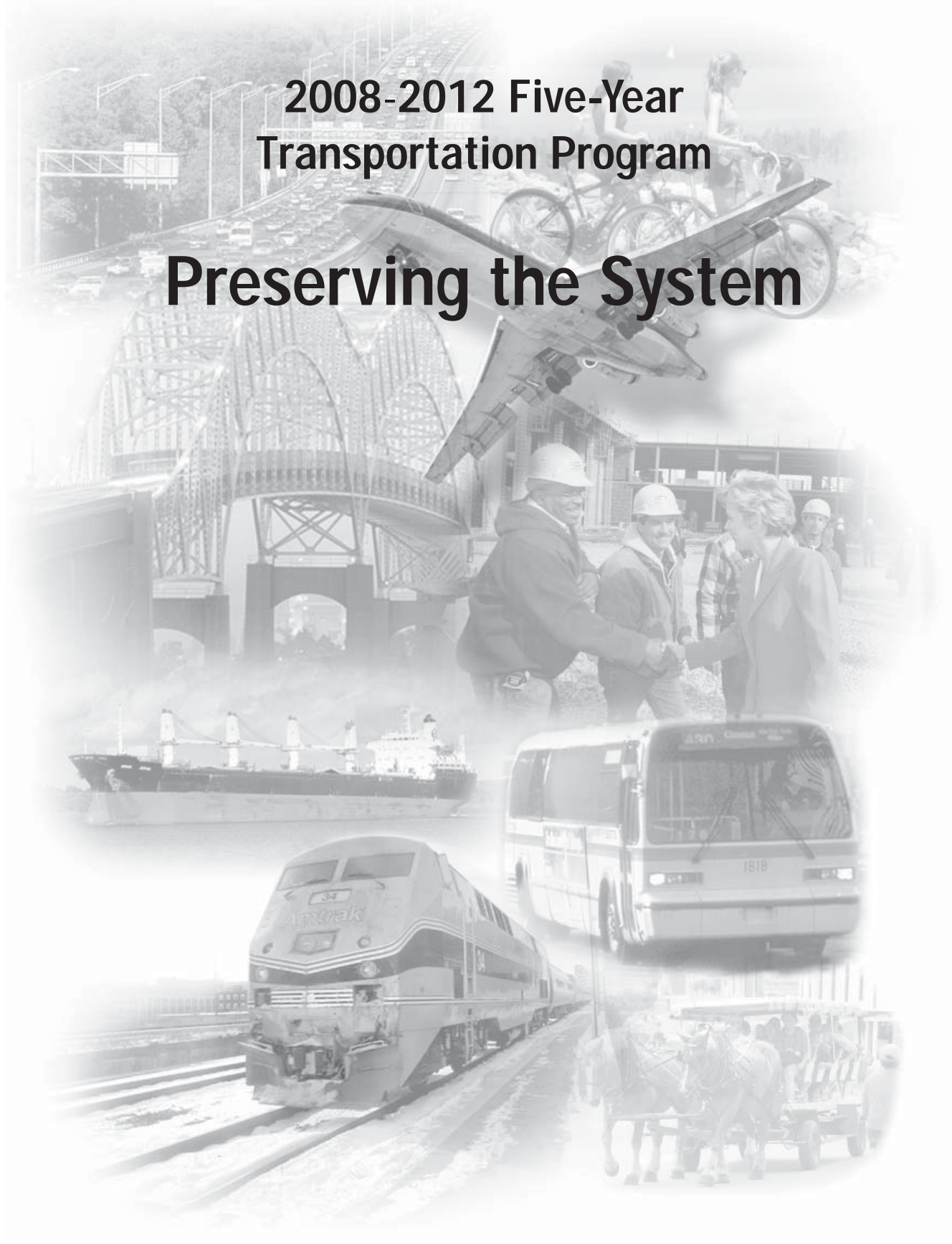
MDOT's comprehensive infrastructure security plan is one component of the Michigan Emergency Management Plan (MEMP). The MEMP provides an accurate and up-to-date depiction of Michigan's emergency management / homeland security system and is consistent with and supports the National Incident Management System and National Response Plan (NRP).

These are two key federal documents that lay out the architecture of the federal disaster response and homeland security system under the Department of Homeland Security. The federal government is updating the NRP to include a broader spectrum of activities under the proposed National Response Framework.

**For security reasons, details of the strategies and plans are not being released to the public.*

2008-2012 Five-Year Transportation Program

Preserving the System



Multi-Modal Program

Investment decisions for the Multi-Modal Program are made on an annual basis, therefore, the total investment in preservation or expansion can not be projected. However, it is expected that the majority of MDOT's Multi-Modal Program consists of preserving the existing infrastructure and service levels.

The majority of the federal and state multi-modal funding managed by MDOT will focus on the following as described in more detail under the investment strategies:

- Preserving, maintaining and enhancing safety for the locally-owned aviation infrastructure.
- Preservation of existing local transit services via state and federal operating assistance to service providers.
- Preservation and maintenance of the existing locally-owned transit infrastructure via distribution of federal funds and state match for routine vehicle replacement in rural areas and among specialized service providers.
- Support of local capital strategies established by individual transit agencies via matching federal capital grants. The mix of capital investment focused on infrastructure replacement and rehabilitation versus capacity expansion will be determined locally.
- Preservation/maintenance of existing intercity bus and rail services by providing financial assistance to service providers, both operating assistance and capital assistance for maintenance and improvement of carrier-owned infrastructure.
- Preservation/maintenance of existing locally-owned public ferry infrastructure as determined by the ferry authorities.
- Preservation/maintenance of the existing state-owned infrastructure, through safety improvements (capital).

2008-2012

Five-Year Transportation Program

Highway Program

2008-2012

Five-Year Transportation Program

Pavement Condition of State Trunkline

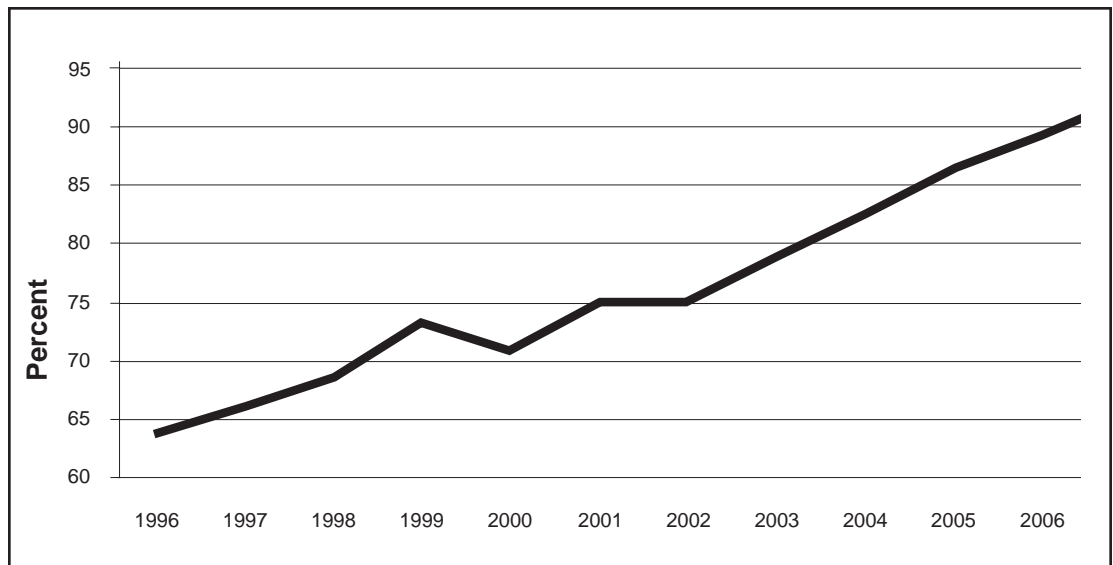
(Percent Good Condition)

System Condition Goal Accomplishments

MDOT has made substantial progress since the adoption of our pavement condition goal of having 95 percent of the freeways and 85 percent of the non-freeways in good condition by 2007. The Preserve First focus allowed us to improve the condition of state roads and bridges to protect the investments of Michigan taxpayers. The Jobs Today Program continues to enable MDOT to substantially meet the goal. Please refer to the following graphs for an illustration of the department's progress.

The road and bridge preservation projects included in the Five-Year Program are prioritized based on approved asset management strategies, with a specific focus on doing the right repair at the right time to extend the life of our roads and bridges and to keep them in good condition. Our programs include a combination of long-term fixes (reconstruction), intermediate fixes (resurfacing/rehabilitation), an aggressive capital preventive maintenance (CPM) program, and routine maintenance of the system.

The following graph shows the progress made in improving the state trunkline combined pavement condition (freeway and non-freeway) since the implementation of our pavement condition goals nearly ten years ago. In 1996, the combined pavement condition was at approximately 64 percent good. In 2007, the combined pavement condition improved to approximately 92 percent good – an increase of 44 percent.



In FY 2004, MDOT began implementation of a four-year Non-Freeway Resurfacing Program (NFRP). FY 2007 was the last year for the NFRP.

This program accelerated progress toward achieving the pavement preservation goal by focusing approximately \$40 million on low volume, non-freeway roadways in poor condition.

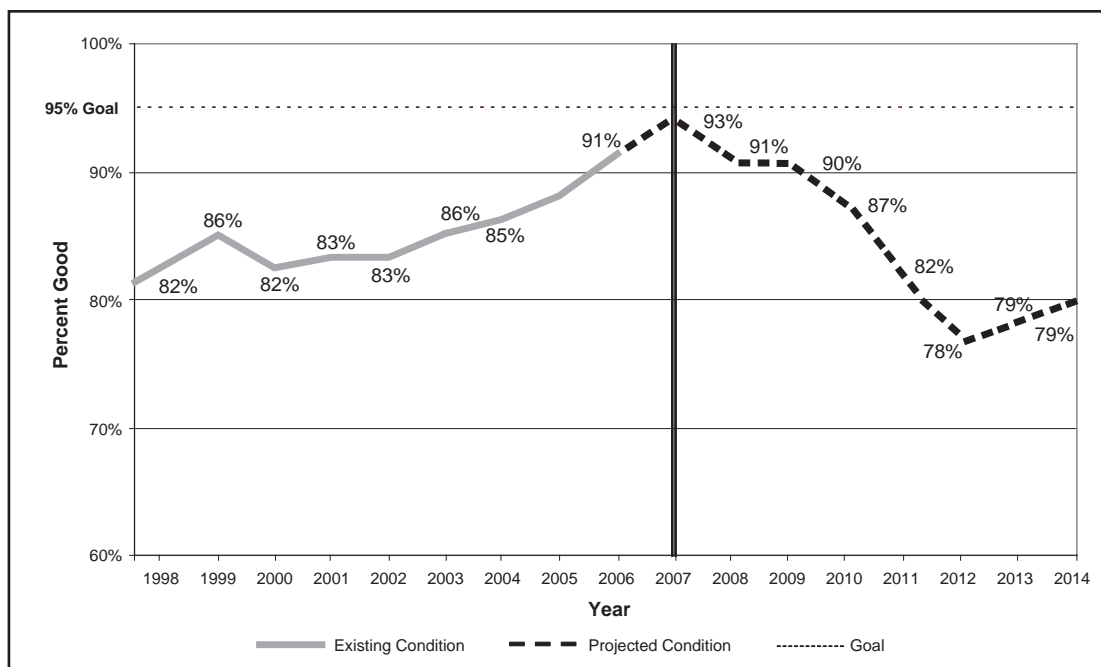
This Road Quality Forecasting System (RQFS) is a strategy analysis tool used by MDOT to project results of pavement rehabilitation policies and proposed projects. Working from current pavement condition, age, and type and factoring in aging and fix strategies, RQFS estimates future condition of the state trunkline system.

Remaining Service Life (RSL) is defined as the estimated remaining time in years until a pavement's most cost-effective treatment is either reconstruction or major rehabilitation. Pavements with an RSL of two years or less are considered to be in the "poor" pavement category.

Based upon the strategies and projects contained in this 2008-2012 Five-Year Transportation Program (including the Jobs Today initiative), we have used the RQFS tool to forecast future pavement condition.

The following graph shows that progress continues to be made in increasing the percent of good pavements on the freeway network. At the end of FY 2007, approximately 93 percent of MDOT's freeway system was in good condition.

With the additional funding from the Jobs Today initiative for FY 2007, RQFS results indicate that at the end of FY 2007, 93 percent of the freeway system is in good condition. Based on investment levels anticipated, the projected freeway pavement condition will begin to decline to approximately 87 percent good in FY 2010 and approximately 79 percent by 2014.

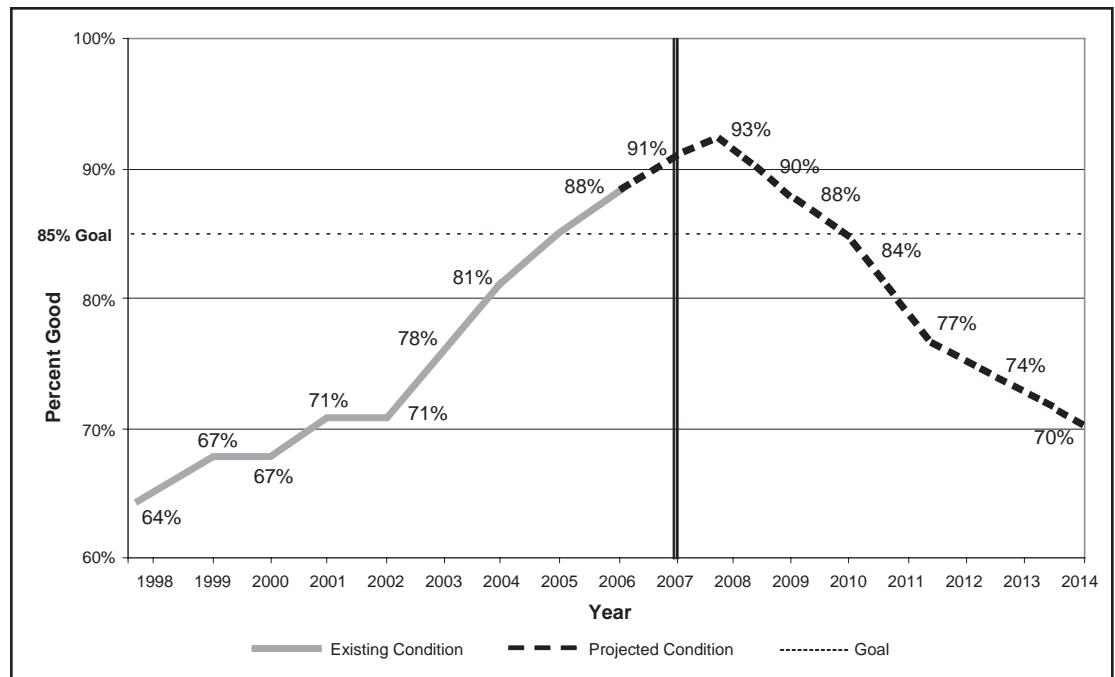


Freeway Pavement Condition 1998-2014

Non-Freeway Pavement Condition 1998-2014

Similarly, MDOT forecasts that progress will continue to be made on the non-freeway system to increase the percentage of those pavements in good condition by FY 2007. At the end of FY 2007, 91 percent of MDOT's non-freeway system was in good condition.

The non-freeway system condition continues to improve since achieving the department goal of 85 percent good at the end 2005. With additional funding from the Jobs Today initiative for FY 2007, RQFS results indicate that at the end of FY 2007 approximately 91 percent of the non-freeway system is in good condition. With the investment levels anticipated, MDOT would be unable to maintain this condition state. Projections indicate that in FY 2010 the non-freeway pavement condition will decline to approximately 88 percent good and continue to decline to approximately 70 percent good by 2014.



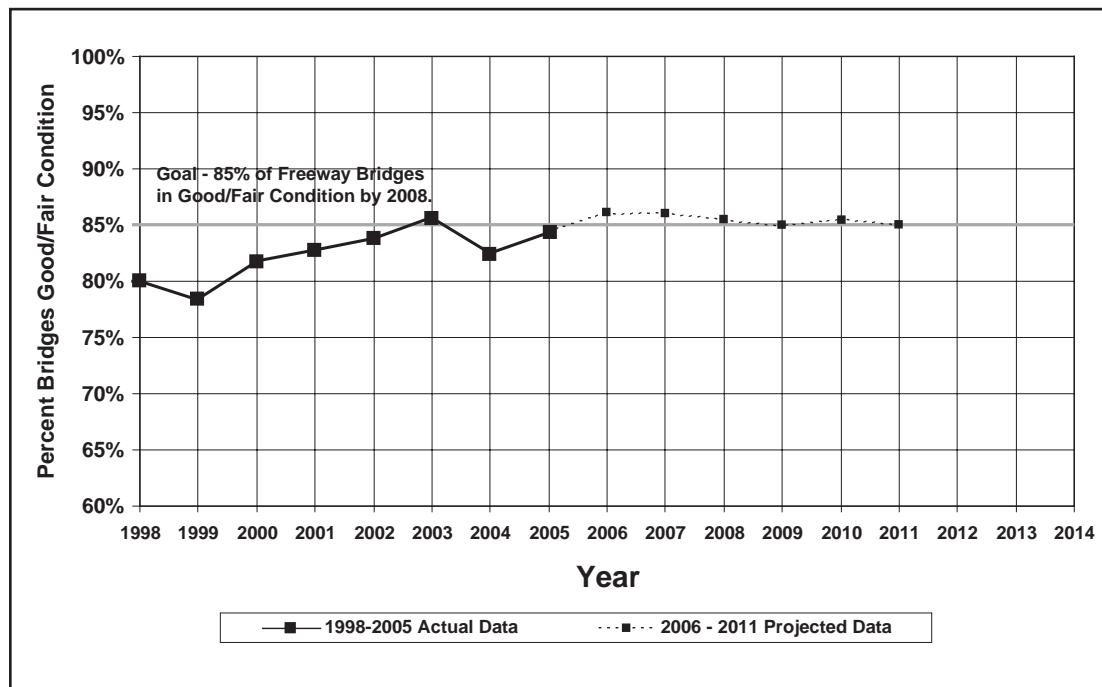
Bridge Condition Forecast

MDOT's Bridge Management System (BMS) is an important part of our overall asset management process. BMS is a strategic approach to linking data, strategies, programs, and projects into a systematic process to ensure achievement of desired results.

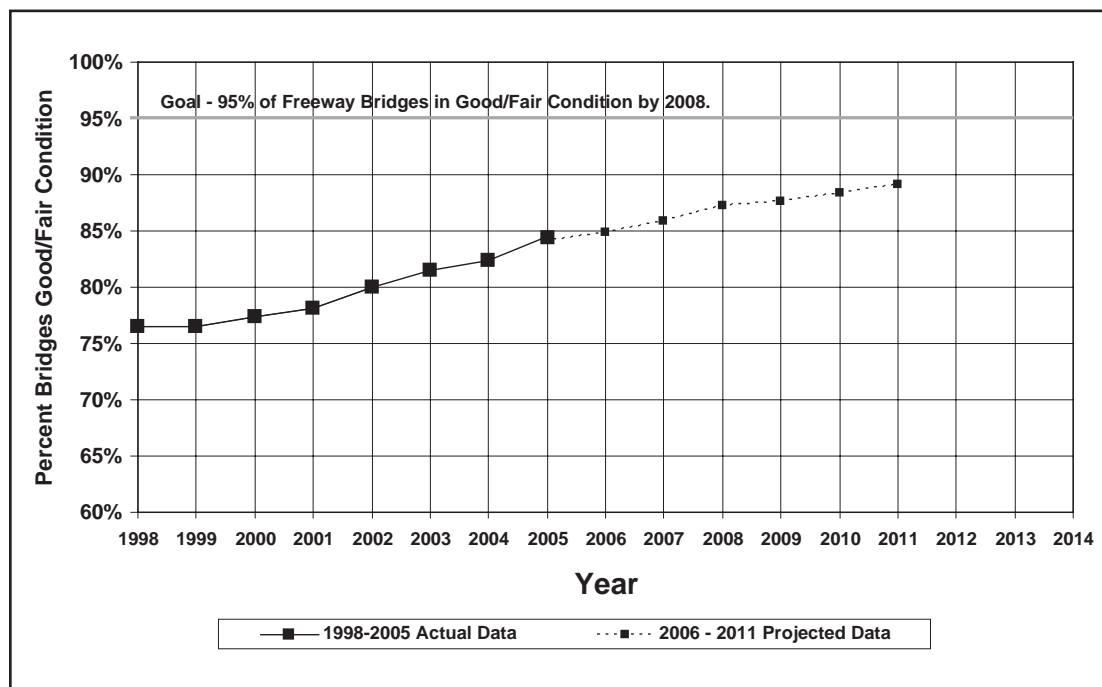
An important BMS tool used by MDOT to develop preservation policies is the Bridge Condition Forecasting System (BCFS). Working from current bridge condition, bridge deterioration rate, project cost, expected inflation, and fix strategies, BCFS estimates the future condition of the state trunkline bridge system.

As shown in the charts below, we have met and are projecting to sustain the non-freeway bridge goal of 85 percent good. We are also making steady progress toward our freeway

bridge goal, but projections indicate that we will fall short of achieving the freeway bridge goal of 95 percent good. Projections show that we will reach a freeway bridge condition of approximately 87 percent good by 2008.



Statewide - Bridge Condition Non-Freeway



Statewide - Bridge Condition Freeway

A collage of various transportation modes and infrastructure. At the top, a multi-lane highway with traffic. Below it, a large steel truss bridge. To the right, a person on a bicycle. In the center, a group of people, some wearing hard hats, shaking hands. Below that, a large cargo ship. In the foreground, an Amtrak train moving on tracks. To the right of the train, a bus. At the bottom right, a horse-drawn carriage with people.

2008-2012 Five-Year Transportation Program

Region Strategies and Highlights

Region Strategies and Highlights

To accomplish statewide long-range strategies, each of MDOT's seven regions has developed appropriate action strategies to identify and implement the projects necessary to achieve statewide goals. The overall program is based on achieving condition goals within annual investment targets, but the projects reflect each region's careful efforts to coordinate road and bridge work, preserve the existing system, address access and safety needs, and make the most effective use of anticipated revenue. These strategies recognize the variability in each region as to the type and age of facilities as well as the type of travel, weather, soils, etc.

Maintaining customer mobility during construction and maintenance operations is a key consideration in region project development and delivery strategies at the network, corridor and project level. Through regional cooperation with our local partners, MDOT regions strive to deliver improved roads and bridges to the traveling public statewide. The narratives on the following pages describe recent accomplishments and important activities planned for the next five years. The pages that follow provide additional details about Michigan's highway system and the strategies underlying the project selection process for the various programs described in the Transportation Program. Each region section contains the following:

- **Region Introduction**

- **2007 Accomplishments**

- **Road and Bridge Program**

This section highlights planned investments for road and bridge repairs over the next five years. Please note: Road and Bridge Program investment levels represent the construction phase of road and bridge preservation projects and capacity improvements and new roads projects where applicable.

- **Corridor Improvement Strategies**

This section highlights planned preservation work based on each region's needs and strategies. Please note: The Capacity Improvement and New Roads Region highlights will be discussed separately in the "Expanding the System" section of the 2008-2012 Transportation Program.

- **Public Involvement**

A summary of the listening sessions held in each region is included in this section of each region narrative in the final draft.

2008-2012

Five-Year Transportation Program

- **Project Lists**

The project list contained at the end of each region’s narrative contains road and bridge rehabilitation and reconstruction projects. The lists are organized first by project type, then by county, then by route.

There are several abbreviations and acronyms contained in the project list. The following list explains what they stand for:

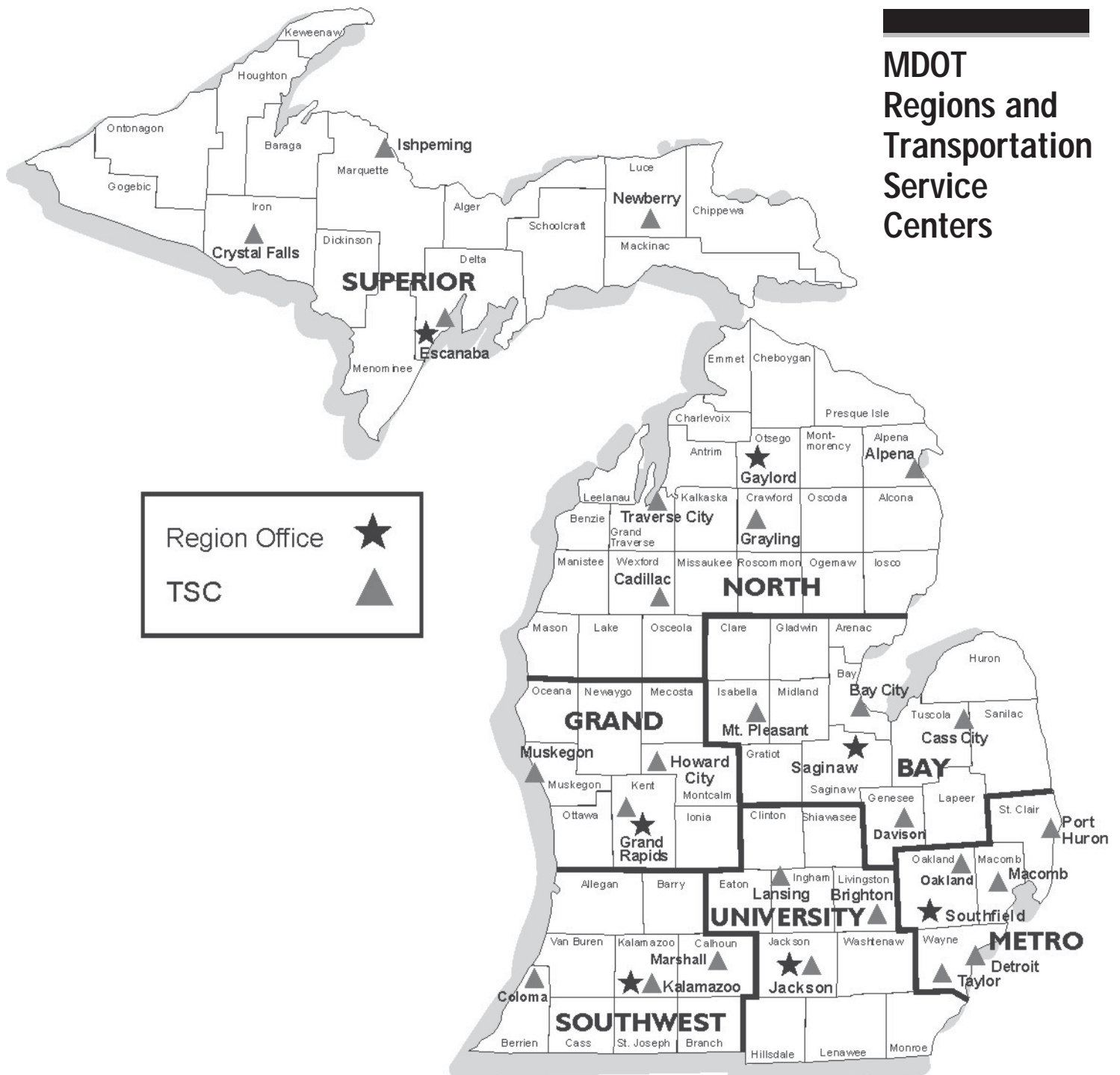
The “DIR” column just after the route name refers to Governor Granholm’s Directive for the Jobs Today initiative. If the project has a “JT” in the column, it means that the project is being funded under the Jobs Today Initiative.

Each project phase of work being funded is shown in the appropriate region tables in the appropriate year. The phases have been abbreviated, but are explained below:

- **EPE** – Early Preliminary Engineering (refers to the study and assessment phase of a project)
- **PE** – Preliminary Engineering (refers to the design phase of a project)
- **SUB** – A sub-phase of preliminary engineering
- **ROW** – Right-of-way (refers to the real estate purchase phase of the project)
- **CON** – Construction (refers to the actual building phase of the project)

Please note the preservation project lists for each region show the construction phase only. The capacity improvement project lists under the Expanding the System section beginning on page 127 show a variety of different phases.

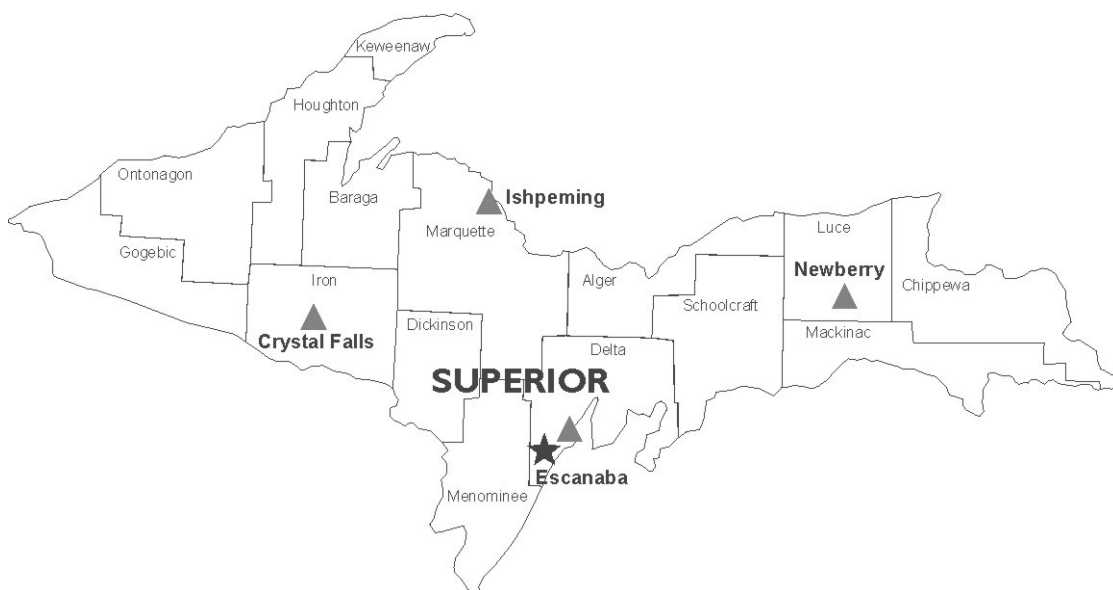
MDOT Regions and Transportation Service Centers



Superior Region

2008-2012

Five-Year Transportation Program



The Superior Region includes all 15 counties in the Upper Peninsula (Alger, Baraga, Chippewa, Delta, Dickinson, Gogebic, Houghton, Iron, Keweenaw, Luce, Mackinac, Marquette, Menominee, Ontonagon, and Schoolcraft). Major state and federal highways include: I-75, US-41, US-45, US-2, M-26, M-35, M-95, M-117 and M-28. Connecting these state highways are six economic centers: Escanaba, Iron Mountain, Marquette, Houghton, Menominee, and Sault Ste. Marie.

The region continues to experience growth with its successful year-round tourism industry and the migration of retirees heading to the Upper Peninsula in search of waterfront property. MDOT emphasizes preservation of the existing system while addressing safety and operational issues within the region. MDOT continues to explore ways to beautify and improve entryways into the region and to address the congestion and mobility challenges in the region's major urban centers.

Regional transportation systems are also vital to the Upper Peninsula's economy. MDOT continues to coordinate road and bridge improvement projects with the Wisconsin Department of Transportation, the Mackinac Bridge Authority, and the International Bridge Authority to ensure that traffic from Michigan, Wisconsin, and Canada passes through the Upper Peninsula in a safe, efficient, and economical manner.

2007 Accomplishments

The Superior Region improved 205 miles of roadway during the 2007 construction season, representing an investment of more than \$53 million in the region's roads and bridges. Region achievements for the 2007 construction season include:

M-69 (between Crystal Falls and Sagola)

Nearly 12 miles of M-69 was reconstructed in Iron County. This two-part project consisted of the complete reconstruction of M-69 through Crystal Falls and the rehabilitation of 10 miles of M-69 between Crystals Falls and Sagola. The MDOT Crystal Falls Transportation Service Center partnered with the City of Crystal Falls to obtain \$800,000 in enhancement grant funds for the installation of sidewalks, brick pavers, benches, ornamental fence, bike racks, planters, landscaping, and decorative lighting.

Crystal Falls also coordinated a local utility upgrade project with the MDOT road project along Superior Avenue (M-69) in the downtown area. Upgrades included the replacement of over \$900,000 in new storm and sanitary sewer and water main lines. MDOT worked with the local downtown development authority and small businesses to coordinate an appropriate detour route and minimize the economic impact of this project. MDOT's Rail Freight Division partnered with E&LS Railroad and the Dickinson County Road Commission to replace the railroad crossing and improve the intersection at M-95 and M-69, near Sagola.

M-95 Corridor Work

The Crystal Falls MDOT Transportation Service Center improved over 31 miles of highway corridor throughout Dickinson and Marquette Counties. This regionally significant corridor serves as a major commercial route for the Upper Peninsula's timber industry. With this in mind, the region included a strategically placed safety turnout on M-95 just north of US-2 to allow commercial vehicles and the traveling public the ability to safely exit the roadway and adjust loads.

US-41 (City of Menominee)

Over a mile of US-41 was reconstructed on the south side of Menominee. MDOT partnered with local officials to submit an enhancement application for the installation of simulated brick paved sidewalks, decorative lighting, additional tree plantings, and underground utilities.

Safety improvements included widening travel lanes to 12 feet, accessibility improvements, and recessed urethane pavement markings. The city also used the road reconstruction project as an opportunity to invest in new sanitary sewer and water main lines.

Brochures describing project location, schedules, detour information, and MDOT contacts were distributed prior to construction. MDOT also worked closely with local businesses and media to provide daily and weekly project updates.

US-2 West of Escanaba (near Island Resort and Casino)

Nearly 1.5 miles of US-2 were improved in Menominee County, from the Delta/Menominee County line west to Ray Lane. The two-part project consisted of resurfacing US-2 from the county line to Hannahville B-1 Road, and the complete reconstruction of US-2 from Hannahville B-1 Road to Ray Lane. The road project was constructed in conjunction with a Category A Transportation Economic Development project, which was awarded as a result of a \$40 million dollar expansion project of the Island Resort & Casino.

Improvements related to the Category A project include the elimination of a hill along US-2, which caused sight distance issues; access management improvements at the casino, including the extension of a passing lane; and the improvement of a mile of Hannahville B-1 Road to all-season standards. This project was made possible through a partnership with the Hannahville Indian Community and the Menominee County Road Commission.

A detour was conveniently located along Old US-2, parallel to the existing highway. Project information was distributed to local officials and the general public through a customized project brochure.

US-2 Passing Relief Lane (near Isabella)

A new passing relief lane was constructed along US-2 in Delta County. The total project length is 2.2 miles and is located along US-2 from County Road L-3 to County Road 495. This safety improvement was strategically located to provide opportunities for the motoring public and commercial traffic to safely pass slower moving traffic.

US-41 Passing Relief Lane (near Kelsey Creek)

A passing relief lane was completed along US-41 in Baraga County, between L'Anse and Houghton. Motorist delay was minimized through maintaining traffic using a temporary lane. Throughout this project, MDOT worked with the Keweenaw Bay Indian Community to coordinate environmental concerns related to Kelsey Creek.

M-35 Reconstruction (through Gwinn)

A section of M-35 was reconstructed in Marquette County, through Gwinn. This section of highway is historic as it meanders through the original Cleveland Cliffs Iron Company's "Model Town" of Gwinn.

With this in mind, MDOT partnered with local officials to submit an enhancement application allowing for a variety of additional historic/streetscape improvements throughout Gwinn. Through this enhancement grant, the "Model Town" of Gwinn will be re-established with boulevards lined with pine trees, historic fences and sidewalks, and additional trees and shrubs, all of which were part of Gwinn's original landscape design. Impacts to the motoring public were minimized through a variety of maintaining traffic techniques. Local officials and the general public were kept informed of project development through numerous public meetings and project brochures.

US-41 Resurfacing (Cities of Negaunee and Ishpeming and Ely, Humboldt, and Ishpeming Townships)

A section of US-41 was resurfaced in Marquette County through the Cities of Ishpeming and Negaunee, and Ely, Humboldt, and Ishpeming Townships. The project consisted of resurfacing the existing highway, installing new curb and cutter, and extending the existing center turn lane. This project was reviewed with the US-41/M-28 Access Management Study Team during the design phase. This coordination provided the needed support and consensus to close 15 driveways throughout the project area. Local officials and the general public were also informed of the project's status through information brochures and preconstruction meetings.

I-75 Reconstruction

Approximately nine miles of I-75 was reconstructed in Mackinac County, between M-134 and the Mackinac/Chippewa county line. Along with a grade lift, the project also included safety related culvert improvements, surfacing of the Pine River Bridge deck, and slope restoration. This brings to conclusion a two-year project, which began with the reconstruction of the northbound lanes located within the same general limits. The project also completes the restoration of I-75 in the Superior Region from "toll booth to toll booth" at the Mackinac and International Bridges and has allowed the Superior Region to meet MDOT's freeway condition goal of 95 percent good by 2007.

M-28 Resurfaced (between M-117 and M-123)

Approximately 3.3 miles of M-28 was resurfaced in Luce County, between M-117 and M-123. The road project included the replacement of guardrails, culvert improvements, and the construction of a westbound right-turn lane, which included the reconfiguration of the pavement surface to create a dedicated left-turn lane for east and westbound traffic. MDOT coordinated this project with the Luce County Road Commission to improve the intersecting legs of Dollarville Road.

M-123 Resurfacing

Approximately 40 miles of M-123 was resurfaced in Luce County between Newberry and Eckerman Corners. The project completes a four-year corridor improvement strategy to improve M-123 north of M-28.

This project is located along the M-123/Tahquamenon Falls Scenic Heritage Route and traverses the entrances to the Upper and Lower Tahquamenon Falls State Park. The visual aspects of the road improvements will have a positive impact on this tourist oriented highway corridor. During construction, the project was also successfully coordinated with a number of summertime events, including the Michigan Upper Peninsula Bike Tour. A significant portion of the project had to be temporarily suspended to coordinate with the Michigan Department of Natural Resources' efforts in suppressing the Sleeper Lake Forest Fire.

Five-Year Road and Bridge Program

The road and bridge preservation projects identified in this 2008 to 2012 Five-Year Transportation Program for the Superior Region total approximately \$153 million. Investment is allocated in the following manner:

Superior Region	Total 2008-2012
Road Preservation	\$81 million
Bridge Preservation	\$18 million
Road and Bridge CPM	\$54 million
Total 2008-2012	\$153 million

*(Road Preservation includes Passing Relief Lanes)
(Amounts are rounded to the nearest million dollars)*

Capital Preventive Maintenance (CPM) projects are planned for a significant number of pavements and structures that do not require extensive repairs during this Five-Year Transportation Program period. CPM projects are short-term fixes, adding from five to 10 years of life to a pavement or maintaining the existing structure condition.

Superior Region	Route Miles of Road	Number of Bridges and Structures
Total in Region	1,830	481
Scheduled Work	164	11
Percentage of Region	9%	2%

The 2008-2012 program for road preservation work reflects approximately 164 (9 percent) of the Superior Region's more than 1,830 route miles of state trunklines during the next five years. This includes over five route miles of new passing relief lanes. The 2008-2012 program for bridge preservation work will address 11 (2 percent) of the region's 481 trunkline bridges and structures.

There are also a number of programs that are selected based on statewide priorities or where project identification is completed throughout the year. These investments are not reflected above, but are included in the statewide investment strategy.

Corridor Improvement Strategies

Upper Peninsula residents and tourists have enjoyed a safer and more efficient transportation system throughout the last 15 years as a direct result of the very successful Passing Relief Lane Program. A total of 52 passing relief lanes have been constructed since the program's inception. The program will be continued through 2008 to further increase passing opportunities associated with trucks and recreational vehicles. The region will utilize the funds to construct two additional passing relief lanes along US-2 and US-41 before the program's scheduled retirement in 2008.

Access Management Plans

The Superior Region is actively pursuing access management as an alternative method for improving capacity and safety along designated highway corridors. Access management corridor plans identify current and potential future issues related to how traffic enters and exits the primary highway system. Access management has also allowed the region to establish lasting relationships with affected local officials and has created a forum for resolving local issues related to road access, non-motorized facilities, and highway operation. Below are several access management corridor studies that have either been completed or are being developed throughout the Upper Peninsula.

Recently completed plans include:

US-45/M-38/M-64 Access Management Corridor: All of the corridors along US-45, M-38, and M-64 within the Village of Ontonagon (completed 2006).

US-2/Ironwood Access Management Corridor: US-2 in Gogebic County, from east Bessemer Township limits to Michigan/Wisconsin Border (completed 2006).

US-41/M-26 Corridor Access Management Study:

An access management study was completed in 2007 to study access along M-26 from the west Portage Township line to the east Franklin Township Line and US-41 from the Portage Township line to the Franklin Township line. Affected local governments include: the City of Houghton, the City of Hancock, Franklin Township, and Portage Township. This study is on schedule and will be completed by September 30, 2008.

I-75 BS/M-129 Access Management Study:

This will be a major access management study addressing capacity and safety issues throughout downtown Sault Ste. Marie and surrounding areas. A corridor study team has been established, which includes representatives from the City of Sault Ste. Marie, Soo Township, Chippewa County Planning Commission and Road Commission, and MDOT.

Preliminary meetings have been held to discuss the project scope, limits, and expected time frame. Funding for the project has been awarded and is scheduled to begin by the end of 2008.

US-2/US-41/M-35 Access Management Study (future):

The region plans to pursue an access management study for the City of Escanaba, in Delta County. The proposed route would include segments of highway along the US-2/US-41/M-35 corridors. Discussions with local governments are scheduled to begin sometime in spring 2008.

Public Involvement

Superior Region continues to take a proactive approach with public involvement. Throughout 2007, the region has participated in and/or hosted a variety of meetings related to: MDOT grant programs, MDOT initiatives and concepts, potential enhancement projects, economic development opportunities, and future road construction projects.

The region also hosted the following meetings as part of our annual public involvement strategy: Transportation Service Center Summits (four spring meetings), meeting with rural elected officials (three fall meetings), a legislator listening session (winter), and two listening sessions sponsored by Lansing MDOT staff (winter). Region staff have also met with the Wisconsin Department of Transportation to discuss issues related to non-motorized travel and economic development across state lines. Additional project-update meetings were routinely held throughout the region in support of major rehabilitation and reconstruction projects.

2008-2012 ROAD & BRIDGE PROGRAM

SUPERIOR Bridge - Replacement and Rehabilitation

COUNTY	ROUTE (COMMON NAME)	DIR.	LOCATION	TYPE OF WORK	LENGTH	2008	2009	2010	2011	2012
CHIPPEWA	M-129		M-129 OVER SOUTH BRANCH CHARLOTTE RIVER	BRIDGE REPLACEMENT	0.000			CON		
DELTA	US-2		US-2,US-41 OVER ESCANABA RIVER	BRIDGE REPLACEMENT	0.171		CON			
DELTA	US-2		E&LS RAILROAD OVER US-2	BRIDGE REPLACEMENT	0.171		CON			
DICKINSON	US-141		US-141 OVER MENOMINEE RIVER	DECK REPLACEMENT	0.000					CON
LUCE	M-123 (Falls Road)		M-123 OVER MURPHY CREEK	CULVERT REPLACEMENT	11.085				CON	
MACKINAC	I-75		I-75 OVER HOBAN CREEK	CULVERT REPLACEMENT	0.000					CON
MACKINAC	I-75 SB		I-75 SB OVER CARP RIVER	OVERLAY - DEEP	1.532			CON		
MACKINAC	I-75 SB		I-75 SB OVER OLD US-2	OVERLAY - DEEP	1.532			CON		
MACKINAC	US-2		US-2 OVER CUT RIVER	DECK REPLACEMENT	0.000	CON				
MARQUETTE	M-553 (County Road 553)		M-553 OVER CANADIAN NATIONAL RAILWAY	SUBSTRUCTURE REPLACEMENT	1.250			CON		
					14.038					

SUPERIOR Passing Relief Lanes

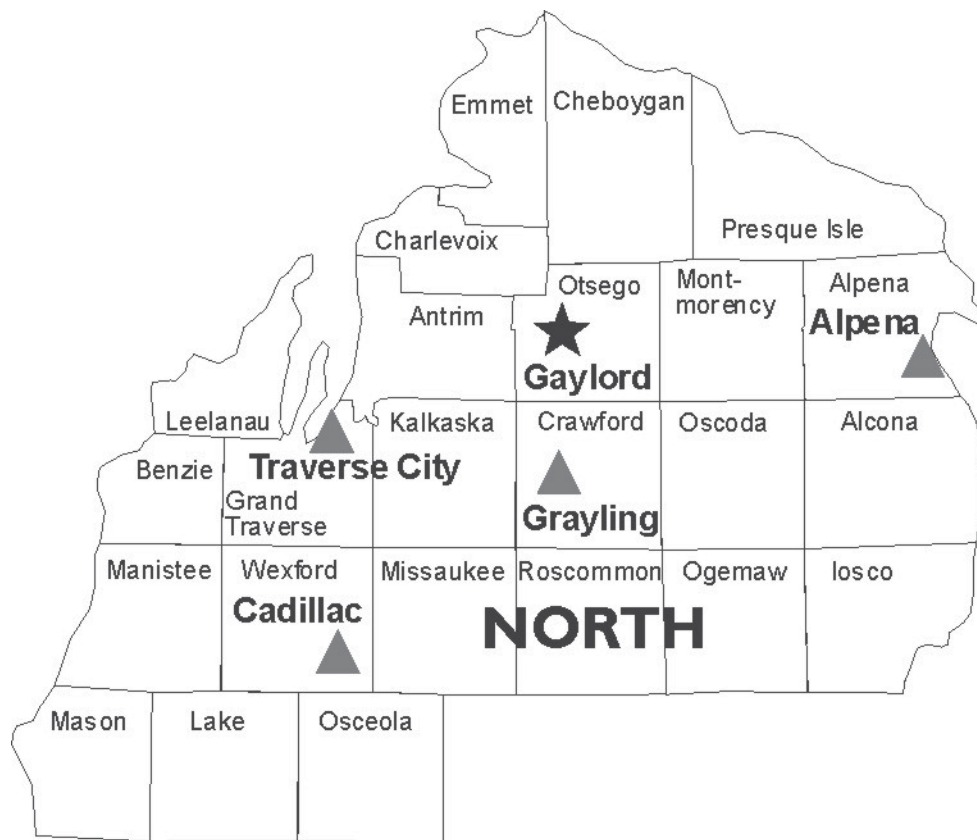
COUNTY	ROUTE (COMMON NAME)	DIR.	LOCATION	TYPE OF WORK	LENGTH	2008	2009	2010	2011	2012
MARQUETTE	US-41		PESHEEKEE GRADE	MINOR WIDENING	2.462	CON				
MENOMINEE	US-41		LINSMIER ROAD TO COUNTY ROAD 338	MINOR WIDENING	2.653	CON				
					5.115					

2008-2012 ROAD & BRIDGE PROGRAM

SUPERIOR Repair and Rebuild Roads

COUNTY	ROUTE (COMMON NAME)	DIR.	LOCATION	TYPE OF WORK	LENGTH	2008	2009	2010	2011	2012
ALGER	M-28		FROM SHELTER BAY TO AUTRAIN	RESURFACE	8.187		CON			
ALGER	M-28		AUTRAIN EASTERLY TO CHRISTMAS	RESTORATION AND REHABILITATION	6.325		CON			
BARAGA	US-41 (M-28)		TIOGA CREEK TO M-28	RESURFACE	6.380	CON				
CHIPPEWA	I-75 BS (South Mackinac Trail)		FROM NORTH OF 10TH AVENUE TO ASHMUN STREET BRIDGE	RESURFACE	0.862				CON	
CHIPPEWA	M-129 (Pickford Road)		SOUTH OF M-80 TO NORTH OF 10 MILE ROAD	RESTORATION AND REHABILITATION	7.251				CON	
CHIPPEWA	M-28		M-221 TO MACKINAC TRAIL	RESURFACE	7.910		CON			
CHIPPEWA	M-28		6 MILES EAST OF M-123 EAST TO NEAR STRONGS ROAD	RESURFACE	5.084			CON		
HOUGHTON	M-26		DOLLAR BAY TO LAURIUM	RESURFACE	5.685	CON				
HOUGHTON	M-26		TAMARACK TO HUBBEL	RECONSTRUCTION	1.220				CON	
HOUGHTON	M-26		LAURIUM	RECONSTRUCTION	1.110					CON
IRON	M-189		NORTH OF HIAWATHA ROAD TO US-2	RECONSTRUCTION	1.184					CON
IRON	US-141		CRYSTAL FALLS TO BASILIO ROAD	RESURFACE	15.828			CON		
IRON	US-2		WEST OF US-141 TO EAST OF SHELTON STREET	RECONSTRUCTION	0.720			CON		
IRON	US-2		IRON RIVER	RECONSTRUCTION	0.580				CON	
LUCE	M-28		M-123 TO BORGSTROM ROAD	RESURFACE	6.997	CON				
MACKINAC	I-75 BL		FROM I-75 TO HIGH STREET	RESURFACE	0.902			CON		
MACKINAC	US-2		EAST OF BREVORT LAKE ROAD TO MARTIN LAKE ROAD	RESURFACE	6.010				CON	
MACKINAC	US-2		BOUCHA RD TO BORGSTROM RD (OMIT BLACK RIVER AREA)	RESURFACE	5.669	CON				
MACKINAC	US-2		BORGSTROM ROAD TO HIAWATHA TRAIL	RESURFACE	8.689			CON		
MACKINAC	US-2		M-117 TO NAUBINWAY	RECONSTRUCTION	5.092					CON
MARQUETTE	US-41		M-28(HARVEY) AND FRONT STREET INTERSECTIONS	RECONSTRUCTION	1.045				CON	
MARQUETTE	US-41 / US-28		HUMBOLDT TO THE PESKEE RIVER BRIDGE	RECONSTRUCTION	3.239	CON				
MARQUETTE	US-41/M-28		PURPLE ROAD NORTH 4 MILES TO BARAGA COUNTY LINE	RECONSTRUCTION	4.100		CON			
MARQUETTE	US-41/M-28		CHERRY CREEK ROAD TO US-41 BYPASS, MARQUETTE	RESTORATION AND REHABILITATION	3.624					CON
MENOMINEE	M-69		SOUTH GABOR ROAD TO THE DELTA COUNTY LINE	RESTORATION AND REHABILITATION	9.673	CON				
MENOMINEE	US-41 (Bridge Street)		20TH AVENUE TO 48TH AVENUE	MINOR WIDENING	1.890			CON		
ONTONAGON	US-45		M-28 TO THE BALTIMORE RIVER	RESURFACE	9.648	CON				
ONTONAGON	US-45		US-45 OVER BALTIMORE R	MISCELLANEOUS REHABILITATION	9.648	CON				
ONTONAGON	US-45		GOGEBIC COUNTY LINE TO M-28 NEAR BRUCE CROSSING	RESTORATION AND REHABILITATION	14.308		CON			
SCHOOLCRAFT	M-94		RIVERVIEW ROAD IN MANISTIQUE TO DODGE LAKE ROAD	RESTORATION AND REHABILITATION	9.152				CON	
					158.364					

North Region



2008-2012

Five-Year Transportation Program

The North Region is comprised of the 24 northernmost counties of the Lower Peninsula, which are: Alcona, Alpena, Antrim, Benzie, Charlevoix, Cheboygan, Crawford, Emmet, Grand Traverse, Iosco, Kalkaska, Lake, Leelanau, Manistee, Mason, Missaukee, Montmorency, Ogemaw, Osceola, Oscoda, Otsego, Presque Isle, Roscommon, and Wexford. Major routes include I-75, US-127, US-23, US-131, and US-31.

The North Region continues to provide quality transportation services for Michigan's highly successful year-round tourism industry. Preservation of the existing system remains a high priority. The effective Passing Relief Lane Program will be continued through 2008, with more than five lane miles of passing relief lanes planned over the next year.

MDOT continues a strategy to address operational issues and the removal of congestion points, wherever possible, to ensure the smooth flow of traffic. The department also continues to address recreational and daily congestion issues in specific locations, such as Alpena, Cadillac, Gaylord, Grayling, Petoskey, and Traverse City.

2007 Accomplishments

Since 2003, approximately \$412 million has been invested in road, bridge, and safety projects in the North Region. This translates to 509 miles of roadway reconstructed or rehabilitated, 412 non-freeway miles resurfaced, 2,731 miles maintained, 25 miles of passing-relief lanes constructed, 4 new or replaced bridges, and 107 bridges preserved.

During FY 2007, the North Region worked on 77 projects worth more than \$61 million. Highlights of the 2007 construction program include:

Great Lakes Maritime Heritage Pathway

A collaborative effort of state and federal agencies, local units of government, and a private developer came together to open .75 miles of Thunder Bay River frontage to the public with the construction of the Great Lakes Maritime Heritage Pathway in the City of Alpena. MDOT, along with the National Oceanic & Atmospheric Administration, the City of Alpena, and Alpena Marc, LLC. Partnered, creating a walk through maritime history with the focal point being a new pedestrian bridge over the Thunder Bay River linking Rotary Island.

M-33 Passing Opportunity Improvements

One and one-half miles of M-33 was expanded to four lanes approximately five miles south of Mio, to allow safer passing opportunities along this corridor in northeast Michigan, which has heavy tourist and hunting season use. MDOT partnered with the United States Forest Service to re-align and reconstruct the adjacent ORV trail.

Safety improvements at M-115/North Boulevard in Cadillac

The successful completion of the safety project at the M-115 intersection with North Boulevard in the City of Cadillac occurred during 2007. This safety project involved widening the M-115 bridge over the canal along with other pedestrian facility improvements. The project is located in a very busy tourist area with a state campground, beach, hunting and fishing center, and other recreational facilities immediately adjacent to the site.

Continuous partnering with the City of Cadillac and the Michigan Department of Natural Resources throughout the design process was important in making this project a success. The project was constructed early in the season (prior to Memorial Day) to minimize tourist impacts and was completed successfully with very little negative comment.

Dynamic Message Signs at the I-75/US-127 Juncture

This year the North Region began the first step in implementing a comprehensive Intelligent Transportation System (ITS) strategy. In addition to being in the process of developing a region-wide master plan, the first two dynamic message signs in the region were installed on I-75, one northbound and one southbound, just north of the US-127 split in Crawford County. These signs will allow MDOT and law enforcement the opportunity to inform the motoring public of road and weather conditions, amber alerts, and other pertinent issues.

US-31 at West Conway Road

A project is underway to add turn lanes and install a traffic signal at the intersection of US-31 and West Conway Road in Emmet County. This project was a joint effort of MDOT and Little Traverse Township. The new signal is expected to improve the safety and overall operation of the intersection.

Acme Intersection Completed in Time for National Governors' Association Conference

Improvements continued along the heavily traveled M-72 corridor between Traverse City (US-31) and Grayling (I-75) with a widening project at the US-31/M-72 intersection. Left and right-turn lanes were added to improve traffic flow and safety at this major point of convergence, which serves the nearby Grand Traverse Resort. The project was successfully completed prior to the National Cherry Festival and National Governors' Association Conference in July.

Continuing Focus on the US-131 Corridor

Work on the US-131 corridor in FY 2007 included reconstruction of more than 11 miles in Antrim and Kalkaska Counties, between the Villages of Kalkaska and Mancelona. A detour was implemented to expedite removal of the underlying concrete, reducing impacts to the motoring public and adjacent businesses, as well as allowing the road to be re-opened in a single year, rather than carry over construction to a second season.

M-22 Bridge Replacement Performed While Maintaining Mobility

The M-22 bridge over the Cedar Creek, between Traverse City and Suttons Bay, was completely reconstructed during the summer of 2007 while two-way traffic continued to flow through this extremely busy corridor. Approximately one and one-half miles of roadway south of the bridge were also paved and opened to traffic by Memorial Day weekend.

Five-Year Road and Bridge Program

The road and bridge preservation projects identified in this 2008 to 2012 Five-Year Transportation Program for the North Region total approximately \$195 million. Investment is allocated in the following manner:

North Region	Total 2008-2012
Road Preservation	\$127 million
Bridge Preservation	\$12 million
Road and Bridge CPM	\$56 million
Total 2008-2012	\$195 million

(Amounts are rounded to the nearest million dollars)

(Road Preservation includes Passing-Relief Lanes and Roadside Facilities)

Capital Preventive Maintenance (CPM) projects are planned for a significant number of pavements and structures that do not require extensive repairs during this Five-Year Transportation Program period. CPM projects are short-term fixes, adding from five to 10 years of life to a pavement or maintaining the existing structure condition.

North Region	Route Miles of Road	Number of Bridges and Structures
Total in Region	1,975	458
Scheduled Work	143	12
Percentage of Region	7%	3%

The 2008-2012 program for road preservation work reflects approximately 143 (7 percent) of the North Region's more than 1,975 route miles of state trunklines during the next five years. This includes over two route miles of new passing relief lanes. The 2008-2012 program for bridge preservation work will address 12 (3 percent) of the region's 458 trunkline bridges and structures.

There are also a number of programs that are selected based on statewide priorities or where project identification is completed throughout the year. These investments are not reflected above, but are included in the statewide investment strategy.

Corridor Improvement Strategies

Corridor improvement strategies are being developed and implemented as individual projects. Targeted corridors are M-72, US-23, M-33, and M-115, as well as the major north-south routes of I-75/US-127, US-131, and US-31. Projects on M-33, M-115, and US-131, identified in the Accomplishments section of this document, are examples of these strategies. Others include:

I-75 in Cheboygan County

Continuing with the region's corridor rehabilitation approach, 4.7 miles of the original concrete pavement on I-75 from north of M-68 to Topinabee Mail Route in Cheboygan County, were rubblized and resurfaced. As part of this project, the ramps at the interchange with M-27 were upgraded to current geometric standards and resurfaced.

US-131 Freeway Improvement

A significant accomplishment during 2007 was the completion of the Cadillac Transportation Service Center's (TSC's) US-131 freeway corridor improvement plan. The entire 30-mile segment of the US-131 freeway, between Reed City and Cadillac, was rated in poor condition in 2000. At that time, a corridor improvement plan was developed to improve the freeway with a series of five projects between FY 2004 and FY 2007. The plan was consistent with MDOT's statewide pavement goals. Upon completion of the 2007 project, the entire freeway system (238 lane miles) within the Cadillac TSC area is now rated in good condition.

M-72 Corridor between Grayling and Acme

Access management planning, reconstruction, and passing relief lanes have been used to improve the heavily traveled M-72 corridor between Traverse City (US-31) and Grayling (I-75). The project at the US-31/M-72 intersection also provides traffic flow and safety improvements in Acme, one of the major points of convergence along the M-72 corridor.

2008 Improvements in Kingsley Emphasize Partnerships

Over one mile of M-113 in the Village of Kingsley will be improved in 2008, to include underground utility and drainage system upgrades, pavement widening and resurfacing, and installation of decorative streetscape elements. Years of collaboration with the village and the local downtown development authority along with a combination of various funding sources, have resulted in a well-coordinated project, which will minimize impacts on area businesses and residents.

2008-2012 ROAD & BRIDGE PROGRAM

NORTH Bridge - Replacement and Rehabilitation

COUNTY	ROUTE (COMMON NAME)	DIR.	LOCATION	TYPE OF WORK	LENGTH	2008	2009	2010	2011	2012
ALPENA	M-32		M-32 OVER SOUTH BRANCH THUNDER BAY RIVER	SUPERSTRUCTURE REPLACEMENT	0.509		CON			
CHEBOYGAN	M-33		M-33 OVER CHEBOYGAN RIVER	OVERLAY - DEEP	0.135	CON				
EMMET	M-68		M-68 OVER CROOKED RIVER	DECK REPLACEMENT	0.263					CON
IOSCO	M-55		M-55 OVER HOPE CREEK	OVERLAY - DEEP	2.994	CON				
LAKE	M-37		M-37 OVER LITTLE MANISTEE RIVER	DECK REPLACEMENT	0.151		CON			
LEELANAU	M-22		M-22 OVER GLEN LAKE NARROWS	BRIDGE REPLACEMENT	0.000	CON				
MANISTEE	M-115		M-115 OVER BEAR CREEK	MISCELLANEOUS REHABILITATION	0.720		CON			
MONTMORENCY	M-32 BR		M-32 OVER THUNDER BAY RIVER	BRIDGE REPLACEMENT	0.000			CON		
ROSCOMMON	US-127		M-55 OVER US-127	OVERLAY - DEEP	0.306	CON				
WEXFORD	M-37		M-37 OVER PINE RIVER	DECK REPLACEMENT	1.204				CON	
WEXFORD	M-37, M-115		M-37, M-115 OVER MDOT RAILROAD	DECK REPLACEMENT	0.000		CON			
WEXFORD	US-131 BR		US-131 OVER CLAM RIVER	DECK REPLACEMENT	0.292				CON	
					6.574					

NORTH Passing Relief Lanes

COUNTY	ROUTE (COMMON NAME)	DIR.	LOCATION	TYPE OF WORK	LENGTH	2008	2009	2010	2011	2012
EMMET	US-31		SHAW ROAD TO GRAHAM ROAD	MINOR WIDENING	1.500	CON				
GRAND TRAVERSE	M-113		FROM KINGSLEY EAST 1.05 MILES	MINOR WIDENING	1.127	CON				
					2.627					

2008-2012 ROAD & BRIDGE PROGRAM

NORTH Repair and Rebuild Roads

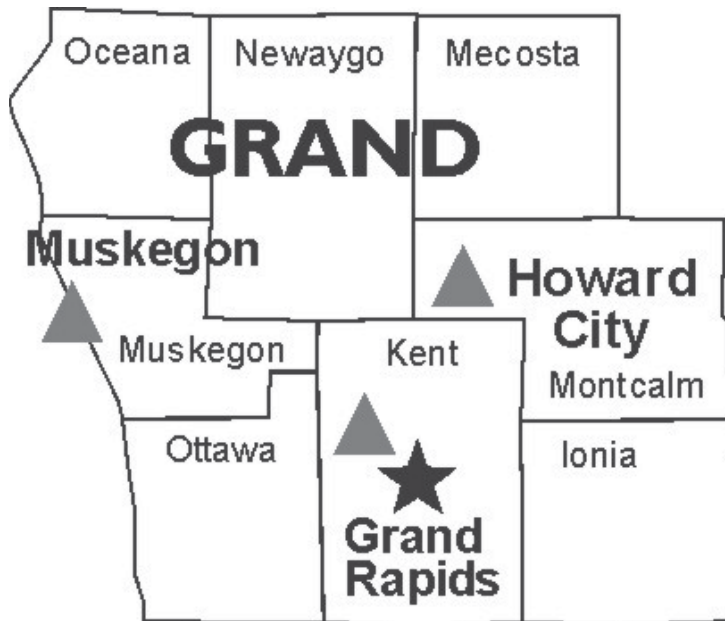
COUNTY	ROUTE (COMMON NAME)	DIR.	LOCATION	TYPE OF WORK	LENGTH	2008	2009	2010	2011	2012
ALCONA	US-23		EVERETT ROAD TO BLACK RIVER ROAD	RESTORATION AND REHABILITATION	4.889		CON			
ALCONA	US-23		FROM LAKE SHORE DRIVE NORTH	RESTORATION AND REHABILITATION	1.348			CON		
ALPENA	M-32		INTERSECTION AT RIPLEY STREET IN ALPENA	RECONSTRUCTION	0.456					CON
ALPENA	US-23		11TH AVENUE TO HAMILTON ROAD	RECONSTRUCTION	2.810	CON				
ANTRIM	M-88		BELLAIRE TO CENTRAL LAKE	RESTORATION AND REHABILITATION	6.861				CON	
ANTRIM	US-131		FROM ELDER ROAD NORTH TO M-66	RECONSTRUCTION	2.314		CON			
ANTRIM	US-31		FROM ELK RAPIDS TO CAMPBELL ROAD	RESTORATION AND REHABILITATION	4.697			CON		
BENZIE	M-115		FROM BRIDGE STREET EAST 4 MILES	RESTORATION AND REHABILITATION	3.469					CON
BENZIE	US-31		FROM BEULAH BRIDGE TO M-115	RESURFACE	0.607					CON
CHEBOYGAN	I-75		TOPINABEE MAIL ROUTE TO RIGGSVILLE ROAD	RESTORATION AND REHABILITATION	5.533	CON				
CHEBOYGAN	I-75 NB		TOPINABEE MAIL RTE TO RIGGSVILLE RD	RESTORATION AND REHABILITATION	5.604			CON		
CHEBOYGAN	M-27		FROM LINCOLN ST TO US-23	RECONSTRUCTION	0.992		CON			
CHEBOYGAN	US-23		FROM CHEBOYGAN EAST COUNTY LINE TO CORDWOOD	RESTORATION AND REHABILITATION	6.837				CON	
CRAWFORD	I-75		SOUTH OF NYC RR TO NORTH OF M-93	RESTORATION AND REHABILITATION	5.319				CON	
CRAWFORD	I-75 BL		FROM M-72 EAST TO M-72 WEST	RECONSTRUCTION	0.805		CON			
CRAWFORD	I-75 SB		HARTWICK PINES REST AREA	ROADSIDE FACILITIES - PRESERVE	0.000	CON				
IOSCO	US-23 (US-23)		AUSABLE RIVER BRIDGE TO F-41	RECONSTRUCTION	1.850					CON
LAKE	US-10		FROM BROADWAY AVENUE TO DEPOT STREET	RESTORATION AND REHABILITATION	7.740			CON		
LAKE	US-10		DEPOT STREET TO WEST OF SADDLER ROAD	RESURFACE	0.535				CON	
LEELANAU	M-22 (South Leelanau Highway)		FROM COUNTY LINE TO EMPIRE	RESTORATION AND REHABILITATION	2.693			CON		
LEELANAU	M-22 (West Bay Shore Drive)		FROM M-201 TO OMENA	RESTORATION AND REHABILITATION	5.043			CON		
MANISTEE	US-31 (S US 31)		US-31 AT MEMORIAL DRIVE	TRAFFIC OPERATIONS OR SAFETY WORK	0.119					CON
MANISTEE	US-31 (Chippewa Hwy)		SOUTH OF COATES HIGHWAY TO MAIDENS ROAD	RESURFACE	6.498				CON	
MISSAUKEE	M-55		M-66 TO 8 MILE ROAD	RESTORATION AND REHABILITATION	8.125	CON				
MISSAUKEE	M-66		M-55 TO M-42	RESTORATION AND REHABILITATION	2.080	CON				
MONTMORENCY	BUSINESS M-32 (Business M-32)		VETERAN'S MEMORIAL HWY TO HILLMAN VILLAGE LIMIT	RECONSTRUCTION	0.757			CON		
MONTMORENCY	I-75 NB		AT VANDERBILT REST AREA	ROADSIDE FACILITIES - PRESERVE	0.000				CON	
OSCEOLA	M-115		50TH AVENUE TO 19 MILE ROAD	RESURFACE	3.140	CON				
OSCEOLA	M-115		M-61 TO CLARE COUNTY LINE	RESTORATION AND REHABILITATION	5.821		CON			
OSCEOLA	OLD 131		FROM SOUTH OSCEOLA COUNTY LINE TO 3 MILE RD.	RESURFACE	3.010			CON		
OSCEOLA	US-131 NB (US-131 NB)		SOUTH COUNTY LINE TO NORTH OF US-10	RESURFACE	5.597					CON
OSCODA	M-72		FROM FAIRVIEW TO CROOKED LAKE ROAD	RESTORATION AND REHABILITATION	9.248		CON			
OTSEGO	I-75		RAMPS AT OLD 27	RESTORATION AND REHABILITATION	0.000	CON				
OTSEGO	I-75 NB		AT THE GAYLORD REST AREA #405	ROADSIDE FACILITIES - IMPROVE	0.355					CON
PRESQUE ISLE	US-23		SOUTH CO. LINE TO CO. RD. 638	RESTORATION AND REHABILITATION	11.350				CON	
ROSCOMMON	I-75		FROM MAPLE VALLEY ROAD TO NINE MILE HILL ROAD	RESTORATION AND REHABILITATION	7.010					CON
ROSCOMMON	US-127 NB		AT HOUGHTON LAKE REST AREA	ROADSIDE FACILITIES - PRESERVE	0.335		CON			
ROSCOMMON	US-127 SB		AT THE HIGGINS LAKE REST AREA	ROADSIDE FACILITIES - PRESERVE	0.514		CON			

2008-2012 ROAD & BRIDGE PROGRAM

NORTH Repair and Rebuild Roads

COUNTY	ROUTE (COMMON NAME)	DIR.	LOCATION	TYPE OF WORK	LENGTH	2008	2009	2010	2011	2012
WEXFORD	M-115		MACKINAW TRAIL TO 46 ROAD	RESURFACE	1.009	CON				
WEXFORD	M-37 (M-37)		M-115 TO MANISTEE RIVER	RESURFACE	2.237					CON
WEXFORD	US-131 BR (Mitchell Street)		PEARL STREET TO RIVER STREET	RECONSTRUCTION	1.562		CON			
WEXFORD	US-131BR (Mitchell St)		RIVER STREET TO NORTH OF BOON ROAD	RECONSTRUCTION	2.120				CON	
					141.289					

Grand Region



2008-2012

Five-Year Transportation Program

The Grand Region serves eight counties in west Michigan. These include Ionia, Kent, Mecosta, Montcalm, Muskegon, Newaygo, Oceana, and Ottawa Counties. Located within the Grand Region are the metropolitan areas of Grand Rapids, Holland, and Muskegon, which make up one of the largest economies in the upper Midwest. Major economic sectors in the Grand Region include manufacturing, retail, health care, agriculture, and tourism. Major state trunklines include: I-96, I-196, US-31, US-131, and the new M-6 freeway.

Under the Preserve First Initiative, the Grand Region will continue to prioritize road and bridge preservation needs along the major trunkline routes to address system condition needs and support the economy of this region. Project selection strategies focus on preserving and upgrading the system with an emphasis on freeway modernization, safety, and traffic flow improvements.

2007 Accomplishments

The Grand Region's construction program over the last five years included over \$390 million in construction contracts. Over 700 miles of road were resurfaced or reconstructed, and 141 bridges were upgraded over this period. As a result, pavement condition (remaining service life) improved from 77 percent good in 2002 to 94 percent good in 2007.

- **I-196/I-96 in Grand Rapids:** Improvements continued on this important corridor through downtown Grand Rapids in 2007. Major repairs and widening of the bridge over the Mid-Michigan Railroad near College Avenue were completed. In addition, major rehabilitation and widening were finished on the I-96 Bridge over the Mid-Michigan Railroad near M-21 (Fulton Street).

Rehabilitation projects on the bridge structures over the abandoned Conrail Railway Corridor and Butterworth Avenue were also completed. These projects addressed structural issues on the bridges and improved traffic operations along this core urban freeway. This freeway provides access to the downtown area, including the new convention-entertainment complex and the expanding Life Sciences Corridor.

- **US-131 Business Route (BR) (Division Avenue)/Michigan Street Bridge:** This project widened US-131BR and added a sidewalk to this important downtown corridor. It also replaced and improved the Michigan Street Bridge over US-31BR. Funding came from MDOT Economic Development funds, the City of Grand Rapids, and private sector sources. The new bridge features aesthetic treatments designed with input from neighborhood groups and other city stakeholders. This project also provides direct access to a new health-care complex in downtown Grand Rapids.
- **US-131 Improvements:** A major rehabilitation project from West River Drive to 10 Mile Road began in 2007 and will be completed in 2008. Continuing from a project that was completed in 2005 on the southbound lanes, the northbound segment from Ann Street to North Park (I-196) was reconstructed in 2007. This project also added a weave-merge lane to improve traffic operations and safety. A five-mile segment from M-46 to the Kent/Montcalm county line was resurfaced as a Capital Preventative Maintenance (CPM) project.
- **M-44 City of Belding:** A four-mile resurfacing project from the Kent/Ionia county line to the Flat River was completed in 2007, and included the addition of a center left-turn lane from M-91 to the Flat River. Driveway consolidation was a key component of this project.
- **M-20 in Newaygo County:** The segment from Cottonwood to Newcosta Road was rehabilitated in 2007.
- **M-120 in Muskegon and Newaygo Counties:** The construction of a new carpool lot at the intersection of M-120 and Maple Island Road was completed in 2007.

- **US-31 in Muskegon County:** Improvements to the US-31 at Sternberg Road interchange were completed in 2007. A new exit ramp was constructed for the northbound US-31 to westbound Sternberg Road traffic. The Hile Road Bridge also was rehabilitated.
- **US-31 in Muskegon and Ottawa Counties:** The segment from Van Wagoner Road to Sternberg Road had double-sided median guardrail added to improve safety along the corridor.
- **US-31 Oceana County:** Resurfacing of approximately five miles was completed between Shelby and Polk Roads in 2007.
- **US-31 in the Holland Area:** Improvements to this corridor continued in 2007 with a major resurfacing project. Beginning at Port Sheldon heading south to James Street in the Holland metropolitan area, this project was an extension of resurfacing that took place in 2006.
- **M-20 in Mecosta County:** The segment from 13 Mile Road to 80th Avenue east of Big Rapids was reconstructed in 2007.
- **M-121 (Chicago Drive):** This corridor was recently renamed M-121 and as part of an overall improvement strategy, a section from Main Street in Jenison to the east Hudsonville city limit was resurfaced. An access management study was also started for the corridor from I-196 in Jenison to I-196BR near Zeeland.
- **Old US-131 in Mecosta County:** Beginning at the southern Mecosta County Line and going north to 14 Mile Road, Old US-131 was resurfaced in 2007. This project improved road surface and ride quality.
- **Intelligent Transportation Systems (ITS):** Regional architecture for the region, including rural areas, is currently being developed and should be completed by early 2008. This document will identify and prioritize ITS needs for areas outside the Grand Rapids metropolitan area as well as provide guidance for development of ITS projects. Other ITS enhancements are underway in the Grand Rapids metro area.
- **GT2 (Great Transit/Grand Tomorrows) Study/Rapid Central Station:** Grand Region, Bureau of Transportation Planning, and Office of Passenger Transportation staff continue to participate with the Interurban Transit Partnership (the Rapid) in this major transit investment study in the Grand Rapids metro area. A locally preferred corridor-US-131BR (Division Avenue) from downtown to 76th Street- and mode choice- bus rapid transit- have been approved and are currently being reviewed by the Federal Transit Administration for potential federal funding support.

Five-Year Road and Bridge Program

The road and bridge preservation projects identified in this 2008 to 2012 Five-Year Transportation Program for the Grand Region total approximately \$251 million. Investment is allocated in the following manner:

Grand Region	Total 2008-2012
Road Preservation	\$134 million
Bridge Preservation	\$46 million
Road and Bridge CPM	\$71 million
Total 2008-2012	\$251 million

(Amounts are rounded to the nearest million dollars)

(Road Preservation includes Roadside Facilities and Jurisdictional Transfers)

Capital Preventive Maintenance (CPM) projects are planned for a significant number of pavements and structures that do not require extensive repairs during this Five-Year Transportation Program period. CPM projects are short-term fixes, adding from five to 10 years of life to a pavement or maintaining the existing structure condition.

Grand Region	Route Miles of Road	Number of Bridges and Structures
Total in Region	939	744
Scheduled Work	89	34
Percentage of Region	9%	5%

The 2008-2012 program for road preservation work reflects approximately 89 (9 percent) of the Grand Region's more than 939 route miles of state trunklines during the next five years. The 2008-2012 program for bridge preservation work will address 34 (5 percent) of the region's 744 trunkline bridges and structures.

There are also a number of programs that are selected based on statewide priorities or where project identification is completed throughout the year. These investments are not reflected above, but are included in the statewide investment strategy.

Corridor Improvement Strategies

Major new preservation projects in the 2008 to 2012 program include:

- **I-196 (Gerald R. Ford Freeway):** In 2008 a major rehabilitation project is scheduled in western Kent County improving the segment from Kenowa Avenue to Chicago Drive. This project is being coordinated with the new I-196/Chicago Drive/Baldwin Street interchange project.

The year 2010 will see the reconstruction of the eastbound lanes from Grand River to Fuller Avenue, as well as the westbound lanes from Monroe Avenue to Fuller Avenue, including weave-merge lanes between interchanges to improve freeway access, operations, and safety. As part of this project, bridge replacements are planned for the Coit Avenue Bridge over and the Lafayette Bridge under the freeway.

- **US-131 Freeway Grand Rapids Area:** The rehabilitation project from west River Drive to 10 Mile Road which began in 2007, will be finished in 2008. The CPM Program will include resurfacing from the Allegan/Kent County line to 76th Street and from 44th Street just south of M-11 (28th Street) in 2008. In 2009, concrete joint repair and diamond grinding will take place from M-11 (28th Street) to Wealthy Street.

Major bridge work is also scheduled for 2011 on the Franklin, Hall, Burton, and 36th Street bridges. In 2009, construction of a single point urban interchange is planned at the 44th Street interchange. Resurfacing through the CPM Program will also take place in 2008 from M-46 north to the Montcalm/Mecosta County line, and the approximate five and one-half mile stretch from Cannonsville Road to M-46 will be improved with a new concrete pavement in 2012.

- **US-31 in Oceana County:** Work began in 2007 and will continue on this corridor in 2008, with the rehabilitation of the segment from Winston Road to M-20. In 2009, two major projects are scheduled in Oceana County, M-20 to Shelby Road and the Pentwater River to the northern county line
- **US-31 in Ottawa County:** Indirect left-turn lanes will be added at both the Fillmore and New Holland intersections in 2008, and at the Stanton intersection in 2009. Also, in 2010, indirect left turns will be installed at the US-31/Bagley Street intersection.
- **US-31BR in the City of Whitehall:** In 2012, the US-31 BR in the City of Whitehall will be rehabilitated from Hall to west of Division. This project will also include the rehabilitation of the US-31BR structure over the old abandoned railroad.
- **US-31BR in the City of Muskegon:** Intersection improvements planned for 2008 include the addition of right-turn lanes for northbound US-31BR at the Sherman, Summit, and Hackley intersections.

- **M-20 has Major Rehabilitation Projects Scheduled in Mecosta County.** In 2008, approximately four miles of road will be rehabilitated from Newcosta Road east to US-131. In 2009, rehabilitation of M-20 will be completed from the east city limits of Big Rapids to Remus and from 80th Avenue to Poe Avenue.

A segment from the Muskegon River east to 200th Avenue will be completed in 2012.

- **M-21 Corridor in Ionia County:** Work will continue in 2010, with resurfacing projects between Pinckney Road and Hawley Highway and between Detmers Road and Lincoln Avenue. Additional future work is planned from M-66 to Lovell Street and from the Kent/Ionia County line to Pinckney Road.
- **M-11 (28th Street):** The Grand Region continues to improve this heavily traveled corridor. A 2008 reconstruction project will be completed from US-131 to Division Avenue, including the Division Avenue and 28th Street intersection. In 2011 there will be concrete reconstruction to the area around the I-196 interchange starting at the Grand River and heading east to Church Avenue.
- **M-45 in the City of Grand Rapids:** A center left-turn lane will be constructed in 2008, from Covell Avenue to just east of Graham Road.
- **M-37 Grand Rapids Area:** In 2008, the M-37/Lake Eastbrook intersection will undergo realignment and improvements, including additional turn lanes and a concrete reconstruction from M-11 (28th Street) to just south of Lake Eastbrook. In southern Kent County, the M-37/76th Street intersection will be improved with left and right turn lanes on all legs of the intersection. An intersection modification is planned for the M-37/Kingsbury intersection in 2009.
- **M-91 in Ionia and Montcalm Counties:** This corridor has improvements scheduled throughout the Five-Year Transportation Program. A segment of M-91 from Wise Road to Peck Road will be resurfaced in 2008; included with the project will be the addition of a center left-turn lane. In 2011, a project will begin in Ionia County at M-44 north to Snows Lake Road just south of the City of Greenville. Additional future work is planned for Gibson Road north to Wise Road.
- **M-121 (Chicago Drive) in the Jenison, Hudsonville, and Zeeland areas:** Following resurfacing of a segment in 2007, additional work is planned on this corridor. In 2011, a reconstruction project is planned from 40th Avenue to 80th Avenue that will include realignment of this segment of the roadway to correct structural and environmental issues. Additional work is planned, including resurfacing from the Hudsonville east city limit west to 40th Avenue and joint repairs and resurfacing from Main Street in Zeeland to 80th Avenue.

- **M-37/M-46 in Muskegon County:** In 2010, the reconstruction and reconfiguration of the intersection to a roundabout will take place. Work on M-37 will extend from the intersection north to Moon Road. M-46 will be improved immediately west of the intersection.
- **M-82 in Newaygo County:** Resurfacing of M-82 from the intersection of Stewart Street/Main Street to M-37 will be completed in 2008, including the rehabilitation of M-82 to allow for the addition of a center left-turn lane from Apache Drive south to 56th Street.
- **M-46 in Muskegon County:** Resurfacing from US-31 to Maple Island Road will be completed in 2008.
- **M-37 in Newaygo County:** Rehabilitation of the M-37 structure over Pennoyer Creek will be completed in 2008. Resurfacing from M-82 (North Junction) to the White Cloud south village limits will be completed in 2009. The project will also include the planned intersection improvements of M-37 at 40th Street and M-37 at 8th Street to add center left-turn lanes.
- **M-66 in Ionia:** A center left-turn lane will be added to M-66 from Tuttle Road to just south of Reimer Drive to improve traffic operations and safety. In 2011, a major concrete reconstruction is scheduled through downtown Ionia, beginning at the Mid-Michigan Railroad Crossing and ending just south of M-21.
- **Intelligent Transportation Systems (ITS) Developments:** A freeway vehicle detection system project is underway and is scheduled to be completed in 2008. This will allow real-time occupancy and travel speed information to be transmitted to the Traffic Management Center for operational use. Additional cameras and/or dynamic message signs will be installed via other ITS and reconstruction projects within the five-year program. Improvements will also be made to the ITS network structure to allow for better sharing of traffic information between partner agencies and the public.
- **Muskegon County Airport:** Design of runway expansion is underway. The runway will be expanded to 6,100 feet, and will include safety area upgrades. This major project will also relocate the fire, crash, and rescue equipment facility. Completion is scheduled for 2008.
- **Gerald R. Ford International Airport:** Construction has begun on a four-story, 4,900-space parking ramp and related terminal improvements. The project is scheduled for completion in fall of 2009.

2008-2012 ROAD & BRIDGE PROGRAM

GRAND Bridge - Replacement and Rehabilitation

COUNTY	ROUTE (COMMON NAME)	DIR.	LOCATION	TYPE OF WORK	LENGTH	2008	2009	2010	2011	2012
IONIA	I-96		I-96 EB OVER CSX RAILROAD (ABANDONED)	BRIDGE REMOVAL	0.028					CON
IONIA	I-96		I-96 WB OVER CSX RAILROAD (ABANDONED)	BRIDGE REMOVAL	0.028					CON
IONIA	I-96		I-96 OVER PORTLAND TRAIL	NEW STRC-EXTG RTE	0.028					CON
KENT	I-196		I-196 UNDER COIT AVENUE	BRIDGE REPLACEMENT	0.000			CON		
KENT	I-196		I-196, M-21 EB OVER LAFAYETTE AVENUE	BRIDGE REPLACEMENT	0.000			CON		
KENT	I-196		I-196, M-21 WB OVER LAFAYETTE AVENUE	BRIDGE REPLACEMENT	0.000			CON		
KENT	I-196		FULLER AVENUE OVER I-196	SUPERSTRUCTURE REPAIR	0.000	CON				
KENT	I-196 (Gerald R Ford Fwy)		I-196 WB OVER 36TH STREET	OVERLAY - DEEP	0.000	CON				
KENT	I-196 (Gerald R Ford Fwy)		I-196 EB OVER 36TH STREET	OVERLAY - DEEP	0.000	CON				
KENT	I-196EB		SCRIBNER OVER I-196 EB	OVERLAY - DEEP	0.000	CON				
KENT	I-96		I-96 EB OVER MID MICHIGAN RAILROAD	BRIDGE REMOVAL	0.001	CON				
KENT	I-96		I-96 WB OVER MID MICHIGAN RAILROAD	BRIDGE REMOVAL	0.001	CON				
KENT	I-96		I-96 OVER RAILS TO TRAILS	CULVERT REPLACEMENT	0.001	CON				
KENT	M-21 (Main Street)		M-21 OVER FLAT RIVER	BRIDGE REPLACEMENT	0.000			CON		
KENT	M-21 (Main Street)		M-21 OVER FLAT RIVER	BRIDGE REPLACEMENT	0.000			CON		
KENT	M-21		M-21 OVER GRAND RIVER	BRIDGE REPLACEMENT	0.000		CON			
KENT	US-131		I-196 BS (FRANKLIN) OVER CSX RR & US-131, I-196 BS	DECK REPLACEMENT	0.000				CON	
KENT	US-131		BURTON STREET OVER US-131	DECK REPLACEMENT	0.000				CON	
KENT	US-131		HALL STREET OVER US-131 AND CENTURY AVENUE	DECK REPLACEMENT	0.000				CON	
KENT	US-131		36TH STREET OVER US-131	BRIDGE REPLACEMENT	0.000				CON	
KENT	US-131		US-131 OVER CSX RAILROAD	OVERLAY - DEEP	0.231				CON	
MONTCALM	US-131		US-131 NB OVER TAMARACK CREEK	DECK REPLACEMENT	0.687					CON
MUSKEGON	I-96		RUSSELL ROAD OVER US-31	OVERLAY - DEEP	0.000		CON			
MUSKEGON	I-96		FRUITPORT ROAD OVER I-96	OVERLAY - DEEP	0.000		CON			
MUSKEGON	US-31 BR		US-31 BR EB OVER SOUTH BRANCH MUSKEGON RIVER	OVERLAY - DEEP	0.000			CON		
MUSKEGON	US-31 BR		US-31 BR WB OVER SOUTH BRANCH MUSKEGON RIVER	OVERLAY - DEEP	0.000			CON		
MUSKEGON	US-31 BR		US-31 BR EB OVER MUSKEGON RIVER	BRIDGE REPLACEMENT	0.000			CON		
MUSKEGON	US-31BR (Colby Street)		US-31 BR OVER CSX RAILROAD (ABANDONDED)	DECK REPLACEMENT	0.000				CON	
NEWAYGO	I-96		M-20 OVER WHITE RIVER	OVERLAY - DEEP	0.000		CON			
NEWAYGO	M-37 (State Rd)		M-37 OVER CSX RAILROAD, PENOYER CREEK	SUPERSTRUCTURE REPLACEMENT	0.000	CON				
OCEANA	US-31		US-31 SB OVER BUCHANAN ROAD	PIN & HANGER REPLACEMENT	0.000	CON				
OCEANA	US-31		US-31 NB OVER BUCHANAN ROAD	PIN & HANGER REPLACEMENT	0.000	CON				
OCEANA	US-31 (OLD) (Oceana Drive)		US-31 (OLD) OVER PENTWATER RIVER	OVERLAY - DEEP	0.001	CON				
					0.948					

2008-2012 ROAD & BRIDGE PROGRAM

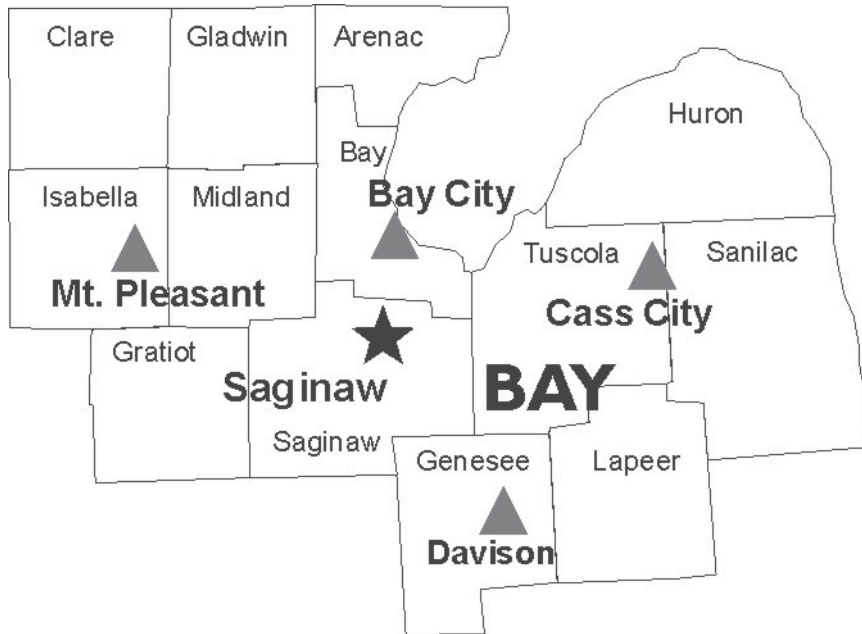
GRAND Repair and Rebuild Roads

COUNTY	ROUTE (COMMON NAME)	DIR.	LOCATION	TYPE OF WORK	LENGTH	2008	2009	2010	2011	2012
IONIA	M-21 (BLUE WATER HIGHWAY)		HAWLEY HIGHWAY EAST TO DETMERS	RESURFACE	4.050		CON			
IONIA	M-21 (BLUE WATER HIGHWAY)		KENT COUNTY LINE EAST TO PINCKNEY ROAD	RESURFACE	2.648					CON
IONIA	M-21 (BLUE WATER HIGHWAY)		PINCKNEY ROAD EAST TO HAWLEY HIGHWAY	RESURFACE	2.426			CON		
IONIA	M-21 (BLUE WATER HIGHWAY)		DETMERS ROAD EAST TO LINCOLN AVENUE	RESURFACE	3.174			CON		
IONIA	M-21 (Lincoln Avenue)		M-66 (DEXTER STREET) EAST TO LOVELL STREET	RESURFACE	1.338			CON		
IONIA	M-66 (Dexter Street)		SOUTH OF GRE RR NORTH TO M-21	RECONSTRUCTION	0.520				CON	
IONIA	M-91		M-44 TO ELLIS ROAD	RESTORATION AND REHABILITATION	1.195				CON	
KENT	I-196 (Gerald R Ford Freeway)		KENOWA AVENUE EAST TO 36TH STREET	RESTORATION AND REHABILITATION	1.657	CON				
KENT	I-196 (GERALD R FORD FREEWAY)		THE GRAND RIVER EAST TO FULLER AVENUE	RECONSTRUCTION	1.739			CON		
KENT	M-11 (28TH STREET)		US-131 EAST TO DIVISION AVENUE	RECONSTRUCTION	0.462	CON				
KENT	M-11 (28TH STREET)		AT DIVISION AVENUE	RECONSTRUCTION	0.102	CON				
KENT	US-131		M-11 NORTH TO WEALTHY ST	RESTORATION AND REHABILITATION	2.914		CON			
MECOSTA	M-20 (9 Mile Road)		EAST BRANCH LITTLE MUSKEGON RIVER TO MAPLE STREET	RESTORATION AND REHABILITATION	5.630		CON			
MECOSTA	M-20 (8 Mile Road)		E OF NEWCOSTA RD EAST TO E OF THE MUSKEGON RIVER	RESTORATION AND REHABILITATION	2.305	CON				
MECOSTA	M-20 (8 Mile Road)		WEST OF MUSKEGON RIVER E TO 200TH AVE.	RESURFACE	1.469	CON				
MECOSTA	US-131 OLD (Northland Drive)		19 MILE TO MECOSTA/OSCEOLA COUNTY LINE	RESURFACE	5.040					CON
MONTCALM	M-91 (GREENVILLE ROAD)		WISE ROAD NORTH TO PECK ROAD	RESURFACE	0.247	CON				
MONTCALM	M-91 (Greenville Road)		GIBSON ST NORTH TO WISE RD	RESURFACE	1.579				CON	
MONTCALM	M-91 (Greenville Road)		ELLIS ROAD TO SNOWS LAKE ROAD	RESURFACE	2.163				CON	
MONTCALM	US-131 (US-131)		PIERSON ROAD NORTH TO CUTLER ROAD	MISCELLANEOUS	9.733				CON	
MONTCALM	US-131 NB (US 131 NB)		NORTH OF CANNONSVILLE RD TO SOUTH OF M-46	RESTORATION AND REHABILITATION	5.448					CON
MONTCALM	US-131 SB (US-131 SB)		NORTH OF CANNONSVILLE ROAD TO SOUTH OF M-46	RESTORATION AND REHABILITATION	5.390					CON
MUSKEGON	M-37 (NEWAYGO ROAD)		M37: M46 TO MOON RD; M46:1200 FT WEST OF M-37	RESTORATION AND REHABILITATION	1.725			CON		
MUSKEGON	US-31 BR (Colby Street)		HALL STREET TO DIVISION STREET	RECONSTRUCTION	0.758				CON	
NEWAYGO	M-20 (Baseline Road)		CATALPA AVE EAST TO COTTONWOOD AVE	RESURFACE	7.415	CON				
OCEANA	US-31		MONROE ROAD NORTH TO OCEANA NORTH COUNTY LINE	RESURFACE	4.357		CON			
OCEANA	US-31		WINSTON ROAD NORTH TO M-20	RESURFACE	3.973	CON				
OCEANA	US-31		M-20 NORTH TO SHELBY RD	RESURFACE	3.657		CON			
OCEANA	US-31 NB		AT THE ROTHBURY REST AREA #529	ROADSIDE FACILITIES - IMPROVE	0.647				CON	
OCEANA	US-31 OLD (Oceana Drive)		M-20 TO FILMORE RD (GAP SHELBY)	RESURFACE	6.243		CON			
OTTAWA	I-196 EB (Zeeland Rest Area)		ZEELAND REST AREA	ROADSIDE FACILITIES - PRESERVE	0.993	CON				
OTTAWA	M-21 OLD (Chicago Drive)		80TH AVENUE TO 40TH AVENUE	RECONSTRUCTION	5.916				CON	
OTTAWA	M-21 OLD (Chicago Drive)		OLD M-21 EB OVER BLACK CR	BRIDGE REPLACEMENT	5.916				CON	
					96.913					

Bay Region

2008-2012

Five-Year Transportation Program



The Bay Region includes 13 counties in the Saginaw Bay area. They are: Arenac, Bay, Clare, Genesee, Gladwin, Gratiot, Huron, Isabella, Lapeer, Midland, Saginaw, Sanilac and Tuscola. Major state trunklines include: I-75, I-69, US-127, US-23 and US-10. The Bay Region's top priority is to serve the Flint, Saginaw, Bay City, and Midland industrial centers with national and statewide corridors for the movement of people and goods to enhance international trade as well as inter and intrastate tourism. Other important priorities to the Bay Region include providing a seamless transportation system to the region's agricultural industry. By doing so, the region's status is preserved as a leading producer of sugar beets and worldwide exporter of beans.

The Bay Region awarded more than \$1.3 billion in road and bridge contracts since 1997. Over the past 10 years, 484 structures have been maintained, upgraded, or improved and 829 centerline miles of state trunkline have been reconstructed or rehabilitated.

2007 Accomplishments

During 2007, there were significant improvements within the Bay Region that involved reconstruction work. In brief, there were 30 bridges that were replaced or received rehabilitation work, over 90 miles of capital preventive maintenance work, nearly 25 miles of roadway reconstruction/rehabilitation work, and 11 transportation enhancement projects that improved the roadside appearance of various transportation facilities within the region. Slightly more than \$79 million was spent on this work in 2007.

Some of the more notable projects in 2007 were:

Reconstruction/Rehabilitation Projects:

- I-69 freeway: Elms Road easterly to I-75 - nearly four miles of freeway in the Flint metropolitan area were reconstructed and paved with a concrete surface.
- I-75 southbound freeway - the M-83/Birch Run interchange to the Dixie Highway/ Bridgeport interchange in Saginaw County was reconstructed and paved with concrete. The northbound section of this freeway will be reconstructed in 2008, completing another 4.7 miles of reconstruction work along the I-75 corridor in the Bay Region.

Resurfacing and Restoration/Rehabilitation Projects:

- I-75 south junction of I-475 to the north junction - mill and resurfacing of this nearly 14 mile section of freeway was completed. This also included work on the bridges over Court Street and the removal of the Grand Trunk Western railroad bridge just south of the M-21/Corunna Road interchange.
- M-15 from M-46 northerly to the Saginaw/Bay County line through the community of Richville - mill and resurfacing of more than 1.5 miles of highway with the addition of curb and gutter and the addition of five-foot paved shoulders that are available for non-motorized use.
- M-25 from M-142 to the south village limits of Caseville - mill and resurface with non-motorized path. This project also included the reconstruction of Huron Eastern rail crossing in Bay Port.

Bridge Reconstruction or Restoration Projects:

The Bay Region is making advances in its Bridge Maintenance Program and has now achieved the goal of meeting the condition ratings for region bridges. Some of the bridge work in 2007 included the following:

- M-25 over the Pigeon River in Caseville – bridge replacement
- M-25 over the Sebewaing River in Sebewaing – deck replacement
- US-127 over M-61 and Bailey Drive over US-127 in Harrison – partial deck replacement, deep overly and substructure repair
- Five bridges along US-10 and US-127 – two bridge replacements and three with overlays.
- M-25 over the Wiscoggin Drain, north of Unionville - bridge replacement
- M-25 over Mud Creek, north of Bayport - bridge replacement
- M-46 over South Branch Cass River in Sanilac County - bridge replacement
- M-19 over South Branch Cass River in Sanilac County - bridge replacement

Five-Year Road and Bridge Program

The road and bridge preservation projects identified in this 2008 to 2012 Five-Year Transportation Program for the Bay Region total approximately \$365 million. Investment is allocated in the following manner:

Bay Region	Total 2008-2012
Road Preservation	\$205 million
Bridge Preservation	\$86 million
Road and Bridge CPM	\$74 million
Total 2008-2012	\$365 million

(Road Preservation includes Roadside Facilities)

(Amounts are rounded to the nearest million dollars.)

Capital Preventive Maintenance (CPM) projects are planned for a significant number of pavements and structures that do not require extensive repairs during this Five-Year Transportation Program period. CPM projects are short-term fixes, adding from five to 10 years of life to a pavement or maintaining the existing structure condition.

Bay Region	Route Miles of Road	Number of Bridges and Structures
Total in Region	1,508	1,028
Scheduled Work	86	81
Percentage of Region	6%	8%

The 2008-2012 program for road preservation work reflects approximately 86 miles (6 percent) of the Bay Region's more than 1,508 route miles of state trunklines. The 2008-2012 program for bridge preservation work will address 81 (8 percent) of the region's 1,028 trunkline bridges and structures.

There are also a number of programs that are selected based on statewide priorities or where project identification is completed throughout the year. These investments are not reflected above, but are included in the statewide investment strategy.

Corridor Improvement Strategies

Project selection in the Bay Region emphasizes freeway modernization, with particular attention given to I-75 and I-69 as international and statewide corridors of significance. I-75 is a major tourist route used by travelers from southeast Michigan and other states traveling to attractions in the northern part of our state. I-69 is a major commerce corridor and a route highlighted in the North American Free Trade Agreement (NAFTA). It spans the Bay Region in an east-west direction passing through Genesee and Lapeer Counties. Accordingly, long-term fixes have been identified for these corridors.

Attention is also being given to systematic improvements for most of the US-127 corridor from the Gratiot County line to the north Clare County line.

Some of the major preservation projects planned for the 2008-2012 program include:

Reconstruction Projects:

- I-475 from the end of the concrete barrier wall to the north junction of I-75 - two miles of freeway is scheduled for reconstruction in 2008.
- I-75 from Hotchkiss Road to just south of the US-10/M-25 interchange in Bay County, will be reconstructed and widened to four lanes to match the freeway cross section at the US-10/M-25 interchange. This work will be completed in 2008. The I-75 corridor from the north junction of I-675 to south of M-84, will also be reconstructed in 2010.
- US-10 from Sanford Lake to Midland/Bay County line in Midland County will be rubbilized and resurfaced during the 2008 and 2009 construction seasons.
- M-25 from Johnson Street to Livingston Street in Bay City is scheduled for concrete reconstruction in 2009.
- I-69 from M-15 in Genesee County to M-24 in Lapeer County is scheduled for reconstruction in 2009 and 2010.
- US-10 from M-18 east to Sanford Lake will be rubbilized and overlaid with asphalt. Work along this nearly seven miles of freeway will take place in 2010 and 2011.
- M-13 from Hess Avenue to M-46 in the City of Saginaw is scheduled for reconstruction in 2011.
- M-53 from Outer Drive to M-142 in Bad Axe is scheduled for reconstruction in 2012.
- I-75 from Janes to the north junction with I-675 is planned for reconstruction and concrete pavement repairs in 2012 and 2013, along with work on the Zilwaukee Bridge.

Resurfacing and Restoration/Rehabilitation Projects:

There are numerous resurfacing and restoration projects scheduled during the 2008-2012 time frame. Some of the planned projects are noted below:

- M-25 from Deckerville Road to Russell Road in Sanilac County is programmed for resurfacing and shoulder paving during 2008.
- M-115 from Osceola/Clare County line to Lake Station in Clare County will be resurfaced with paved shoulders in 2008.
- M-25 from the St. Clair County line northerly to Lynn Boulevard in Sanilac County is planned for resurfacing in 2008.

- I-675 interchange ramps will be resurfaced in 2009 and 2010. The project will include concrete pavement repairs and many of the freeway bridges will receive deep overlay work. This will require seasonal directional closures of the freeway during this work.
- M-25 from Russell to Patz Road in Sanilac County is scheduled for resurfacing with paved shoulders in 2009.
- M-25 from Canboro to Stein Road in Huron County will be paved and resurfaced (including the shoulders) during in 2010.
- M-15 from the Saginaw County line to M-81 is scheduled for resurfacing and shoulder paving in 2010.
- M-25 from the Bay/Tuscola County line easterly to Thomas Road is also scheduled for resurfacing, including shoulders, in 2011.
- US-127 from Blanchard Road to Shepherd Road in Isabella County is scheduled for paving and shoulders in both directions along the freeway in 2012.
- M-57 from Brent Creek to Linden Road in Genesee County is planned for resurfacing in 2012.

Bridge Replacements

Bridge replacements planned for the 2008-2012 Five-Year Program are as follows:

- M-81 over Marsh Drain, Saginaw County in 2008
- M-13 over the Kawkawlin River, Bay County in 2010
- M-83 over Dead Creek, Saginaw County in 2010
- M-84 over Squaconning Creek , Bay County in 2011
- M-13 over No Name Creek, Saginaw County in 2011
- M-21 (Corunna Road) over I-75, Genesee County in 2011
- M-13 over Cheboyganing Creek, Bay County in 2012
- M-13 over Johnson Creek, Bay County in 2012
- M-142 over Pigeon River, Huron County in 2012
- M-142 over Nettle Run, Huron County in 2012
- M-25 over Harbor Beach Creek, Huron County in 2012
- M-46 over Sucker Creek, Tuscola County in 2012

2008-2012 ROAD & BRIDGE PROGRAM

BAY Bridge - Big Bridge Program

COUNTY	ROUTE (COMMON NAME)	DIR.	LOCATION	TYPE OF WORK	LENGTH	2008	2009	2010	2011	2012
SAGINAW	I-675		I-675 OVER SAGINAW R, RAMP, H&E, SBS RR & M-13	OVERLAY - DEEP	0.010		CON			
SAGINAW	I-675		M-58 EB OVER CSX RR AND DAVENPORT ST, IN SAGINAW	OVERLAY - DEEP	0.010		CON			
					0.010					

2008-2012 ROAD & BRIDGE PROGRAM

BAY Bridge - Replacement and Rehabilitation

COUNTY	ROUTE (COMMON NAME)	DIR.	LOCATION	TYPE OF WORK	LENGTH	2008	2009	2010	2011	2012
ARENAC	I-75		STERLING ROAD OVER I-75	OVERLAY - DEEP	0.410					CON
BAY	I-75		I-75 NB OVER SQUACONNING CREEK	OVERLAY - DEEP	0.000				CON	
BAY	I-75		I-75 SB OVER SQUACONNING CREEK	OVERLAY - DEEP	0.000				CON	
BAY	M-13 (S River Rd)		M-13 OVER CHEBOYGANING CREEK	BRIDGE REPLACEMENT	0.000					CON
BAY	M-13		M-13 OVER JOHNSONS CREEK	BRIDGE REPLACEMENT	0.000					CON
BAY	M-13 (South Euclid Avenue)		M-13 OVER KAWKAWLIN RIVER	OVERLAY - DEEP	0.000			CON		
BAY	M-13 (South Euclid Avenue)		M-13 OVER PINCONNING RIVER	BRIDGE REPLACEMENT	0.000			CON		
BAY	M-138		M-138 OVER QUANICASSEE RIVER	OVERLAY - DEEP	0.493		CON			
BAY	M-84		M-84 OVER SQUACONNING CREEK	BRIDGE REPLACEMENT	0.509				CON	
BAY	M-84		M-84 OVER DUTCH CREEK	CULVERT REPLACEMENT	0.509				CON	
CLARE	M-115 (Cadillac Drive)		M-115 OVER DOC AND TOM CREEK	SUPERSTRUCTURE REPLACEMENT	0.003	CON				
CLARE	M-115 (Cadillac Drive)		M-115 OVER NORWAY CREEK	SUPERSTRUCTURE REPLACEMENT	0.003	CON				
GENESEE	I-475		I-475 SB OVER CLJO ROAD	SUBSTRUCTURE REPAIR	1.258			CON		
GENESEE	I-475		I-475 RAMP TO I-75 OVER I-475 RAMP B AND I-75	OVERLAY - DEEP	1.258			CON		
GENESEE	I-475		JENNINGS ROAD OVER I-475	OVERLAY - DEEP	1.258			CON		
GENESEE	I-475		LEFT TURN LANE (SOUTH OF HEMPHILL) OVER I-475	OVERLAY - DEEP	1.258			CON		
GENESEE	I-475		LEFT TURN LANE (NORTH OF HEMPHILL) OVER I-475	OVERLAY - DEEP	1.258			CON		
GENESEE	I-475		I-475 WB OVER CLJO ROAD	OVERLAY - DEEP	1.258			CON		
GENESEE	I-75		M-21 (CORUNNA ROAD) OVER I-75	BRIDGE REPLACEMENT	0.000				CON	
GENESEE	I-75		I-75 US-23 OVER FLINT RIVER	OVERLAY - DEEP	3.037				CON	
GENESEE	I-75		ARLENE DRIVE OVER I-75	OVERLAY - DEEP	3.037				CON	
GENESEE	I-75		I-75 SB OVER FLUSHING ROAD	OVERLAY - SHALLOW	3.037				CON	
GENESEE	I-75		I-75 OVER SWARTZ CREEK	OVERLAY - DEEP	1.538				CON	
GENESEE	I-75		MILLER ROAD OVER I-75	OVERLAY - DEEP	1.538				CON	
GENESEE	I-75		I-75 NB OVER FLUSHING ROAD	OVERLAY - SHALLOW	1.538				CON	
GENESEE	M-21 (Corunna Road)		M-21 OVER MISTEQUAY CREEK	DECK REPLACEMENT	0.000			CON		
GENESEE	M-21		M-21 OVER SWARTZ CREEK	SUBSTRUCTURE REPAIR	0.151			CON		
HURON	M-142		M-142 OVER NETTLE RUN	CULVERT REPLACEMENT	0.000					CON
HURON	M-142		M-142 OVER PIGEON RIVER	BRIDGE REPLACEMENT	0.000					CON
HURON	M-46		M-25 OVER HARBOR BEACH CREEK	BRIDGE REPLACEMENT	0.000					CON
LAPEER	I-69		LAKE NEPESSING ROAD OVER I-69	OVERLAY - DEEP	0.635		CON			
LAPEER	I-69		I-69 WB OVER M-24	OVERLAY - DEEP	0.635		CON			
LAPEER	M-24 (South Lapeer Road)		M-24 OVER FARMERS CREEK	CULVERT REPLACEMENT	0.000					CON
LAPEER	M-24		M-24 OVER CR RAILROAD (ABANDONED)	BRIDGE REPLACEMENT	0.602					CON
MIDLAND	US-10		US-10 EB OVER SANFORD LAKE	SUPERSTRUCTURE REPLACEMENT	1.616	CON				
MIDLAND	US-10		US-10 WB OVER SANFORD LAKE	SUPERSTRUCTURE REPLACEMENT	1.616	CON				
MIDLAND	US-10		US-10 EB OVER STURGEON CREEK	WIDEN-MAINT LANES	2.150	CON				
MIDLAND	US-10		US-10 WB OVER STURGEON CREEK	WIDEN-MAINT LANES	2.150	CON				
SAGINAW	I-675		I-675 NB OVER SCHAEFER STREET	OVERLAY - DEEP	0.069		CON			

2008-2012 ROAD & BRIDGE PROGRAM

BAY Bridge - Replacement and Rehabilitation

COUNTY	ROUTE (COMMON NAME)	DIR.	LOCATION	TYPE OF WORK	LENGTH	2008	2009	2010	2011	2012
SAGINAW	I-675		I-675 SB OVER SCHAEFER STREET	OVERLAY - DEEP	0.069		CON			
SAGINAW	I-675		I-675 NB OVER SBS RAILROAD	OVERLAY - DEEP	2.059		CON			
SAGINAW	I-675		I-675 SB OVER SBS RAILROAD	OVERLAY - DEEP	2.059		CON			
SAGINAW	I-675		JANES ROAD OVER I-675 NB RAMP	JOINT REPLACEMENT	2.059		CON			
SAGINAW	I-675		I-675 NB OVER I-75	OVERLAY - DEEP	2.059		CON			
SAGINAW	I-675		OUTER DRIVE OVER I-675	OVERLAY - DEEP	2.059		CON			
SAGINAW	I-675		NB VETERANS MEMORIAL PKWY OVER I-675, IN SAGINAW	OVERLAY - DEEP	2.059		CON			
SAGINAW	I-675		SB VETERANS MEMORIAL PKWY OVER I-675, IN SAGINAW	OVERLAY - DEEP	2.059		CON			
SAGINAW	I-675		14TH STREET OVER I-675, IN SAGINAW	OVERLAY - DEEP	2.059		CON			
SAGINAW	I-675		I-675 NB OVER 6TH STREET, IN SAGINAW	OVERLAY - DEEP	2.059		CON			
SAGINAW	I-675		I-675 SB OVER 6TH STREET, IN SAGINAW	OVERLAY - DEEP	2.059		CON			
SAGINAW	I-675		I-675 NB OVER 5TH STREET, IN SAGINAW	OVERLAY - DEEP	2.059		CON			
SAGINAW	I-675		I-675 SB OVER 5TH STREET, IN SAGINAW	OVERLAY - DEEP	2.059		CON			
SAGINAW	I-675		I-675 NB OVER 2ND ST AND WEADOCK AVE, IN SAGINAW	OVERLAY - DEEP	2.059		CON			
SAGINAW	I-675		I-675 SB OVER 2ND ST AND WEADOCK AVE, IN SAGINAW	OVERLAY - DEEP	2.059		CON			
SAGINAW	I-675		I-675 OVER WARREN AVENUE, IN SAGINAW	OVERLAY - DEEP	2.059		CON			
SAGINAW	I-675		I-675 NB OVER MICHIGAN AVENUE, IN SAGINAW	OVERLAY - SHALLOW	2.059		CON			
SAGINAW	I-675		I-675 SB OVER MICHIGAN AVENUE, IN SAGINAW	OVERLAY - DEEP	2.059		CON			
SAGINAW	I-675		I-675 NB OVER WEISS STREET, IN SAGINAW	OVERLAY - DEEP	2.059		CON			
SAGINAW	I-675		I-675 SB OVER WEISS ST, IN SAGINAW AT N. LIMITS	OVERLAY - DEEP	2.059		CON			
SAGINAW	I-675		I-675 NB OVER SHATTUCK ROAD	OVERLAY - DEEP	2.059		CON			
SAGINAW	I-675		I-675 SB OVER SHATTUCK ROAD	OVERLAY - DEEP	2.059		CON			
SAGINAW	I-675		TITTABAWASSEE RD OVER I-675	OVERLAY - DEEP	2.059		CON			
SAGINAW	I-675		I-675 SB OVER KOCHVILLE ROAD	OVERLAY - SHALLOW	2.059		CON			
SAGINAW	I-675		I-675 NB TO I-75 SB RAMP OVER I-75	SUPERSTRUCTURE REPAIR	2.059		CON			
SAGINAW	I-675		I-675 NB OVER KOCHVILLE ROAD	OVERLAY - SHALLOW	2.059		CON			
SAGINAW	I-675		I-675 SB TO I-75 NB RAMP OVER I-75	OVERLAY - DEEP	2.059		CON			
SAGINAW	I-675		21ST STREET WALKOVER OVER I-675	BRIDGE REPLACEMENT	0.000		CON			
SAGINAW	I-675		ELEVENTH STREET WALKOVER OVER I-675	BRIDGE REPLACEMENT	0.000		CON			
SAGINAW	I-75		JANES ROAD OVER I-75	DECK REPLACEMENT	0.397					CON
SAGINAW	I-75		WADSWORTH ROAD OVER I-75	DECK REPLACEMENT	0.397					CON
SAGINAW	I-75		EAST BURT ROAD OVER I-75	OVERLAY - DEEP	0.998				CON	
SAGINAW	I-75		I-75 NB OVER KOCHVILLE DRAIN	DECK REPLACEMENT	0.621			CON		
SAGINAW	I-75		I-75 SB OVER KOCHVILLE DRAIN	DECK REPLACEMENT	0.621			CON		
SAGINAW	M-13		M-13 OVER NO NAME DRAIN	BRIDGE REPLACEMENT	0.289				CON	
SAGINAW	M-46 (M-46)		M-46 OVER WILLIAMS CREEK	CULVERT REPLACEMENT	0.000					CON
SAGINAW	M-83 (Gera Road)		M-83 OVER DEAD CREEK	BRIDGE REPLACEMENT	0.000			CON		
SANILAC	M-53		M-53 OVER GREENMAN CREEK	OVERLAY - SHALLOW	0.000			CON		
TUSCOLA	M-15 (State Road)		M-15 OVER SHEBOYGAN DRAIN	BRIDGE REPLACEMENT	0.098			CON		
TUSCOLA	M-46		M-46 OVER SUCKER CREEK	BRIDGE REPLACEMENT	0.000					CON
					16.933					

2008-2012 ROAD & BRIDGE PROGRAM

BAY Repair and Rebuild Roads

COUNTY	ROUTE (COMMON NAME)	DIR.	LOCATION	TYPE OF WORK	LENGTH	2008	2009	2010	2011	2012
BAY	I-75		HOTCHKISS ROAD TO US-10	RECONSTRUCTION	1.410	CON				
BAY	I-75		SAGINAW COUNTY LINE TO SQUACONNING CREEK	RECONSTRUCTION	2.480				CON	
BAY	M-25 (Center Avenue)		JOHNSON STREET TO LIVINGSTON STREET, BAY CITY	RECONSTRUCTION	0.876		CON			
CLARE	M-115 (Cadillac Drive)		OSCEOLA/CLARE COL TO LAKE STATION AVENUE	RESURFACE	5.550	CON				
GENESEE	I-69		M-15 TO M-24	RECONSTRUCTION	10.196		CON			
GENESEE	I-69 EB (Swartz Creek Rest Area)		SWARTZ CREEK REST AREA	ROADSIDE FACILITIES - PRESERVE	0.928		CON			
GENESEE	M-57 (Vienna Road)		BRENT RUN CREEK TO LINDEN ROAD	RESURFACE	4.137					CON
HURON	M-25 (East Pine Street)		CANBORO ROAD TO STEIN ROAD	RESURFACE	4.109			CON		
HURON	M-25 (Beck Street)		SEBEWAING ROAD TO SEBEWAING RIVER	RESURFACE	0.460			CON		
HURON	M-53 (West Huron Avenue)		OUTER DRIVE TO M-142, BAD AXE	RECONSTRUCTION	0.779					CON
ISABELLA	US-127		BLANCHARD ROAD TO SHEPHERD ROAD	RESURFACE	1.750					CON
MIDLAND	US-10	JT	SANFORD LAKE TO MIDLAND/BAY COL	RESTORATION AND REHABILITATION	13.340	CON				
MIDLAND	US-10		M-18 TO THE SANFORD LAKE BRIDGE	RESTORATION AND REHABILITATION	6.760			CON		
SAGINAW	I-675		I-675 RAMPS	RESURFACE	0.564		CON			
SAGINAW	I-75		JANES TO I-675 NORTH JUNCTION	RECONSTRUCTION	4.473					CON
SAGINAW	I-75		I-675 NORTH JUNCTION TO SAGINAW/BAY COL	RECONSTRUCTION	1.142			CON		
SAGINAW	M-13 (Washington Avenue)		HESS AVENUE TO NORTH OF M-46	RECONSTRUCTION	1.122				CON	
SAGINAW	M-15 (Vassar Road)		TUSCOLA/SAGINAW COL TO M-81	RESURFACE	3.880			CON		
SANILAC	M-25 (Lakeshore Road)		DECKERVILLE ROAD TO RUSSELL ROAD	RESURFACE	5.149	CON				
SANILAC	M-25 (Lakeshore Road)		RUSSELL ROAD TO PATZ ROAD	RESURFACE	3.015		CON			
SANILAC	M-25 (Lakeshore Road)		ST. CLAIR/SANILAC COUNTY LINE TO LYNN BOULEVARD	RESURFACE	5.689	CON				
TUSCOLA	M-25 (Bay City - Forestville Road)		BAY/TUSCOLA COUNTY LINE TO THOMAS ROAD	RESURFACE	8.732				CON	
					86.541					

Southwest Region

2008-2012

Five-Year Transportation Program



The Southwest Region covers nine counties in the southwestern part of the state: Allegan, Barry, Berrien, Branch, Calhoun, Cass, Kalamazoo, St. Joseph, and Van Buren counties. Major state highways include: I-69, I-94, I-196, US-12, US-31, and US-131.

The region is traversed by I-94, an important international trade corridor linking Port Huron and Detroit to Chicago and Toronto. This makes the Southwest Region an ideal location for many industries, particularly those supporting the automobile manufacturing industry. The region is also home to a significant portion of the agricultural industry encompassing over 9,500 farms that annually produce agricultural products with a market value of over \$900 million. To bolster industries and commerce that are important to the region and the state, project selection emphasizes freeway improvements and modernization.

2007 Accomplishments

The Southwest Region continues to work towards meeting MDOT's statewide pavement and bridge condition goals. During 2007, 20 percent of all Southwest Region route miles and four percent of bridges located in the region received some type of rehabilitation or repair. Region road rehabilitation and reconstruction efforts improved 71 miles of roads. Another 177 miles of roadways were repaired under the Capital Preventative Maintenance (CPM) and Non-freeway Resurfacing Programs. Nine bridges were rehabilitated/replaced, and 13 bridges were repaired.

Some of the projects completed during 2007 include:

- Rehabilitation of nearly seven miles of I-196 from south of M-140 to south of 71st Street, including bridge improvements, Van Buren County.
- Reconstruction of M-43 from Bush Street to Delton Road, including intersection, safety, and streetscape improvements, Barry County.
- Rehabilitation of nearly six miles of EB I-94 from east of M-40 to east of the Kalamazoo County line, Van Buren County.
- Rehabilitation of nearly six miles of EB I-94 from 17 1/2 Mile Road to 23 Mile Road, including bridge improvements, Calhoun County.
- Reconstruction and widening of I-94 from west of US-131 to east of Oakland Drive, Kalamazoo County.
- Rehabilitation of ten miles of M-66 from M-78 to Assyria Road, Barry County.
- Rehabilitation of 13 miles of M-60 from east of Vandalia to US-31 in Cass and St. Joseph counties.
- Reconstruction of almost two miles of US-12 within the City of Sturgis, including intersection and streetscape improvements, St. Joseph County.

Rehabilitation and reconstruction projects awarded in 2007 that will be under construction in 2008 include:

- Reconstruction of eight miles of US-12 from the east city limits of Three Oaks to west of Dayton Road, Berrien County.
- Rehabilitation of the M-63 bridge over Higman Park Road, Berrien County.

Five-Year Road and Bridge Program

The road and bridge preservation projects identified in this 2008 to 2012 Five-Year Transportation Program for the Southwest Region total approximately \$295 million. Investment is allocated in the following manner:

Southwest Region	Total 2008-2012
Road Preservation	\$173 million
Bridge Preservation	\$46 million
Road and Bridge CPM	\$76 million
Total 2008-2012	\$295 million

(Amounts are rounded to the nearest million dollars.)

(Road Preservation includes Roadside Facilities)

CPM projects are planned for a significant number of pavements and structures that do not require extensive repairs during this Five-Year Transportation Program period. CPM projects are short-term fixes, adding from five to 10 years of life to a pavement or maintaining the existing structure condition.

Southwest Region	Route Miles of Road	Number of Bridges and Structures
Total in Region	1,227	606
Scheduled Work	86	38
Percentage of Region	7%	6%

The 2008-2012 program for road preservation work reflects approximately 86 (7 percent) of the Southwest Region's more than 1,227 route miles of state trunklines during the next five years. The 2008-2012 program for bridge preservation work will address 38 (6 percent) of the region's 606 trunkline bridges and structures.

There are also a number of programs that are selected based on statewide priorities or where project identification is completed throughout the year. These investments are not reflected above, but are included in the statewide investment strategy.

Corridor Improvement Strategies

As outlined in the 2005-2030 State Long-Range Plan, the Southwest Region continues to invest in the corridors of highest significance (I-94, I-69, US-131, and US-31/I-196). These corridors represent the backbone of Michigan's economy and the Southwest Region will continue to focus on investments to rebuild and modernize these roadways and the transportation facilities within them.

The Southwest Region continues to use an asset management approach to analyze all of our roadway corridors. This approach groups projects from our program categories, such as rehabilitation and reconstruction, capital preventative maintenance, scheduled maintenance and safety, as well as grouping state projects with local projects. Pavement management strategies, including remaining service life and roadway condition models, are utilized to develop the type of fixes and costs necessary to preserve our roads and bridges.

Some of the major preservation projects planned for 2008-2012 include:

Road Rehabilitation and Reconstruction Projects

- I-94EB from east of I-196 to west of M-140 is being rehabilitated in 2008.
- I-94 from 40th Street to Helmer Road is scheduled for a resurfacing project in 2008.
- US-131 from the north village limits of Schoolcraft to U Avenue is being resurfaced during 2008.
- I-94 from 11 Mile Road to 17 ½ Mile Road will be resurfaced in 2009. The I-69 collector bridges over I-94 will be rehabilitated concurrently.
- US-31NB from the Indiana state line to US-12 is scheduled for reconstruction in 2009 and US-31SB will be reconstructed in 2010.
- US-12 from Ridge Road to Brown Street in Quincy will be rehabilitated in 2009, including drainage improvements.
- I-94BL from Fair Avenue to River Street in Benton Harbor will be reconstructed in 2009, including drainage improvements and streetscaping.
- I-196 from south of 71st Street to north of 118th Avenue will be resurfaced, the bridges over 71st Street will be rehabilitated, and the Glenn Rest Area will be reconstructed in 2010.
- I-94BL from 29 Mile Road/Clark Street to I-94 in the City of Albion is scheduled to be resurfaced in 2011.
- I-94WB from 23 Mile Road to 29 Mile Road will be resurfaced during the summer of 2011.
- M-140 from Dan Smith Road to the north city limits of Watervliet is programmed for reconstruction and drainage improvements in 2011.

- M-63 from Midway Avenue to Winchester Avenue is scheduled for concrete pavement repairs in 2011.
- I-94 from the north city limits of Bridgman to I-94BL will be resurfaced in 2012.
- M-89 from west of US-131 to Hicks Street in Plainwell will be reconstructed and the bridge over the Kalamazoo River Mill Race will be replaced in 2012.

Bridge Reconstruction and Rehabilitation Projects

- I-94 over the Galien River in Berrien County during 2008.
- M-86 over Swan Creek and the St. Joseph River Tailrace in the Village of Colon in 2008.
- US-131 under Parkview in Kalamazoo County in 2008. This project will be completed using emerging technology to expedite the construction.
- I-94 over Riverside Drive in Battle Creek will be replaced using emerging technology to expedite construction in 2009.
- M-51 over McKinzie Creek in Berrien County will be replaced in 2009.
- I-196 over the Paw Paw River in Berrien County will be rehabilitated in 2010.
- M-96 over the Mill Race in the Village of Augusta, Kalamazoo County, is scheduled for replacement during 2010.
- US-131 under M-222 in Allegan County is programmed for replacement in 2011.
- M-99 over the Kalamazoo River in Albion is scheduled for replacement in 2011.
- I-196 over 20th Avenue in Van Buren County will be rehabilitated in 2011.
- M-66 over Wanondaga Creek in Calhoun County will be replaced in 2012.
- US-31BR over the Dowagiac River in Berrien County will be rehabilitated in 2012.

Public Involvement

The Southwest Region continues to embrace the public involvement process as the foundation for making sound transportation decisions. Numerous public meetings were held throughout the year to discuss project specific issues, exchange information, and update the public on road and bridge projects currently under design and in construction.

2008-2012 ROAD & BRIDGE PROGRAM

SOUTHWEST Bridge - Replacement and Rehabilitation

COUNTY	ROUTE (COMMON NAME)	DIR.	LOCATION	TYPE OF WORK	LENGTH	2008	2009	2010	2011	2012
ALLEGAN	I-196		I-196 AND US-31 OVER 71ST STREET	OVERLAY - DEEP	1.399			CON		
ALLEGAN	I-196		I-196 AND US-31 OVER 71ST STREET	OVERLAY - DEEP	1.399			CON		
ALLEGAN	M-222		M-222 OVER KALAMAZOO RIVER	OVERLAY - DEEP	0.000		CON			
ALLEGAN	M-40		M-40 OVER RABBIT RIVER	SUPERSTRUCTURE REPAIR	0.153	CON				
ALLEGAN	M-89		M-89 OVER I-196 & US-31	OVERLAY - DEEP	0.348		CON			
ALLEGAN	M-89		M-89 (ALLEGAN ST) OVER KALAMAZOO RIVER MILL RACE	BRIDGE REPLACEMENT	0.196					CON
ALLEGAN	US-131		M-222 OVER US-131	BRIDGE REPLACEMENT	0.001				CON	
ALLEGAN	US-131		M-89 OVER US-131	OVERLAY - DEEP	0.390				CON	
ALLEGAN	US-131		M-89 OVER US-131	OVERLAY - DEEP	0.390				CON	
BARRY	M-43		M-43 OVER THORNAPPLE RIVER	OVERLAY - DEEP	0.167			CON		
BARRY	M-66		M-66 OVER MUD CREEK	BRIDGE REPLACEMENT	0.000			CON		
BERRIEN	I-196		I-196 NB OVER PAW PAW RIVER	OVERLAY - DEEP	1.261			CON		
BERRIEN	I-196		I-196 SB OVER PAW PAW RIVER	OVERLAY - DEEP	1.261			CON		
BERRIEN	I-94		I-94 EB OVER GALIEN RIVER	BRIDGE REPLACEMENT	0.080	CON				
BERRIEN	I-94		I-94 WB OVER GALIEN RIVER	BRIDGE REPLACEMENT	0.080	CON				
BERRIEN	M-51		M-51 OVER MCKINZIE CREEK	BRIDGE REPLACEMENT	0.011		CON			
BERRIEN	US-12		US-12 OVER GALIEN RIVER	SUPERSTRUCTURE REPAIR	0.358		CON			
BERRIEN	US-31 BR		US-31 BR OVER DOWAGIAC RIVER	SUPERSTRUCTURE REPLACEMENT	0.000					CON
BRANCH	M-86 (Colon Road)		M-86 OVER MATTESON CREEK	BRIDGE REPLACEMENT	0.000			CON		
BRANCH	US-12		US-12 OVER PRAIRIE RIVER	BRIDGE REPLACEMENT	0.682				CON	
CALHOUN	I-69		I-69 SB COLLECTOR OVER I-94	OVERLAY - DEEP	0.000	CON				
CALHOUN	I-69		I-69 NB COLLECTOR OVER I-94	OVERLAY - DEEP	0.000	CON				
CALHOUN	I-94		I-94 EB OVER RIVERSIDE DRIVE	BRIDGE REPLACEMENT	0.000		CON			
CALHOUN	I-94		I-94 WB OVER RIVERSIDE DRIVE	BRIDGE REPLACEMENT	0.000		CON			
CALHOUN	I-94		I-94 EB OVER GTW RAILROAD	PAINTING COMPLETE	0.000	CON				
CALHOUN	I-94		I-94 WB OVER GTW RAILROAD	PAINTING COMPLETE	0.000	CON				
CALHOUN	M-311		M-311 (11 MILE ROAD) OVER KALAMAZOO RIVER	MISCELLANEOUS REHABILITATION	0.499			CON		
CALHOUN	M-66		M-66 OVER WANONDAGA CREEK	BRIDGE REPLACEMENT	0.785					CON
CALHOUN	M-99		M-99 (SUPERIOR STREET) OVER KALAMAZOO RIVER	SUPERSTRUCTURE REPLACEMENT	0.558				CON	
CASS	US-12		US-12 OVER VALLEY CREEK	OVERLAY - DEEP	0.219				CON	
KALAMAZOO	I-94		I-94 OVER PORTAGE ROAD	SUPERSTRUCTURE REPAIR	0.037		CON			
KALAMAZOO	M-96		M-96 OVER MILL RACE	BRIDGE REPLACEMENT	0.000			CON		
KALAMAZOO	US-131		PARKVIEW (M AVENUE) OVER US-131	BRIDGE REPLACEMENT	0.000	CON				
ST. JOSEPH	M-86		M-86 OVER ST JOSEPH RIVER TAILRACE	SUPERSTRUCTURE REPLACEMENT	0.000	CON				
ST. JOSEPH	M-86 (Colon Road)		M-86 OVER SWAN CREEK	BRIDGE REPLACEMENT	0.000	CON				
VAN BUREN	BLUE STAR HIGHWAY		BLUE STAR HIGHWAY OVER BLACK RIVER	DECK REPLACEMENT	0.000			CON		
VAN BUREN	I-196		I-196 NB OVER 20 TH AVENUE (CR 380)	DECK REPLACEMENT	3.878				CON	
VAN BUREN	I-196		I-196 SB OVER 20 TH AVENUE (CR 380)	DECK REPLACEMENT	3.878				CON	
					11.022					

2008-2012 ROAD & BRIDGE PROGRAM

SOUTHWEST Repair and Rebuild Roads

COUNTY	ROUTE (COMMON NAME)	DIR.	LOCATION	TYPE OF WORK	LENGTH	2008	2009	2010	2011	2012
ALLEGAN	I-196		SOUTH OF 71ST STREET TO NORTH OF 118TH AVENUE	RESTORATION AND REHABILITATION	6.980			CON		
ALLEGAN	I-196 (Glenn Rest Area)		GLENN REST AREA	ROADSIDE FACILITIES - PRESERVE	0.000			CON		
ALLEGAN	M-89 (West Allegan Street)		OTSEGO WEST CITY LIMITS TO WILMOTT STREET	RESURFACE	0.937		CON			
ALLEGAN	M-89 (Allegan Street)		28TH STREET EAST TO KALAMAZOO STREET	RECONSTRUCTION	7.519				CON	
ALLEGAN	M-89 (Allegan St)		WEST OF US-131 EAST TO HICKS STREET IN PLAINWELL	RECONSTRUCTION	1.210					CON
ALLEGAN	US-131 NB		MARTIN TOWNSHIP, ALLEGAN COUNTY	ROADSIDE FACILITIES - PRESERVE	0.787			CON		
BARRY	M-37 (E Green St)		HANOVER STREET TO M-43 (STATE STREET)	RESURFACE	0.575				CON	
BARRY	M-43 (South Broadway Street)		M-37/M-43 (STATE STREET) TO NORTH STREET	RESTORATION AND REHABILITATION	1.014			CON		
BERRIEN	I-94 EB		EAST OF I-196 TO WEST OF M-140	RESTORATION AND REHABILITATION	4.485	CON				
BERRIEN	I-94		NORTH CITY LIMITS OF BRIDGMAN TO WEST OF I-94 BL	RESURFACE	5.851					CON
BERRIEN	I-94 BL (E Main Street)		FAIR AVENUE TO RIVER STREET	RESTORATION AND REHABILITATION	1.756		CON			
BERRIEN	M-140 (N Main St)		DAN SMITH ROAD TO WATERVLIET NORTH CITY LIMITS	RECONSTRUCTION	2.400				CON	
BERRIEN	M-63 (Niles Ave)		MIDWAY AVENUE TO WINCHESTER AVENUE	RESTORATION AND REHABILITATION	1.084				CON	
BERRIEN	US-12		RED ARROW HIGHWAY TO HODER ROAD	RESTORATION AND REHABILITATION	1.369					CON
BERRIEN	US-12 BR (Main St)		ST. JOSEPH RIVER TO CEDAR STREET	RESURFACE	1.800		CON			
BERRIEN	US-31 NB		STATE LINE TO US-12	RESTORATION AND REHABILITATION	3.305		CON			
BERRIEN	US-31 SB		STATE LINE TO US-12	RECONSTRUCTION	3.268			CON		
BRANCH	US-12		RIDGE ROAD TO BROWN STREET, QUINCY	RESURFACE	2.097		CON			
CALHOUN	I-94		11 MILE ROAD TO 17 1/2 MILE ROAD	RESTORATION AND REHABILITATION	7.264	CON				
CALHOUN	I-94 BL (E Michigan Ave)		MARSHALL AVENUE TO I-94	RESURFACE	1.718				CON	
CALHOUN	I-94 BL (E Michigan Ave)		29 MILE ROAD/CLARK STREET TO I-94	RESURFACE	1.964					CON
CALHOUN	I-94 WB		23 MILE ROAD TO 29 MILE ROAD	RESURFACE	6.199				CON	
CALHOUN	I-94 WB		AT THE MARSHALL REST AREA	ROADSIDE FACILITIES - PRESERVE	0.403	CON				
CASS	US-12		MASON STREET IN UNION EAST TO M-103	RESTORATION AND REHABILITATION	6.003				CON	
KALAMAZOO	I-94		40TH STREET TO HELMER ROAD	RESURFACE	5.625	CON				
KALAMAZOO	I-94		FROM LOVERS LANE EASTERLY 1,220 FEET	ROADSIDE FACILITIES - IMPROVE	0.550	CON				
KALAMAZOO	I-94 BL (Stadium Drive)		11TH STREET EASTERLY TO OLIVER STREET, KALAMAZOO	RESTORATION AND REHABILITATION	3.051	CON				
KALAMAZOO	M-331 (Westnedge Avenue)		KILGORE ROAD AND WHITES ROAD INTERSECTIONS	RESURFACE	0.150				CON	
KALAMAZOO	M-96 (East Michigan Avenue)		MICHIGAN AVENUE TO 35TH STREET	RESURFACE	3.868					CON
KALAMAZOO	US-131		NORTH VILLAGE LIMITS OF SCHOOLCRAFT TO U AVENUE	RESURFACE	2.084	CON				
VAN BUREN	M-40 (North Kalamazoo Street)		ST. JOSEPH AVENUE TO POWER PLANT ROAD	RESURFACE	1.441				CON	
					86.757					

University Region

2008-2012

Five-Year Transportation Program



The University Region serves ten counties in the heart of south-central Michigan: Clinton, Eaton, Hillsdale, Ingham, Jackson, Lenawee, Livingston, Monroe, Shiawassee, and Washtenaw. The University Region's central location makes it the crossroads of the Lower Peninsula, with eight corridors of highest significance (I-69, I-75, I-94, I-96, I-275, US-12, US-23 and US-127) passing through the region as part of the national and statewide network of highways that support commerce and international trade.

Three Transportation Service Centers (TSCs) conduct core business activities of the department in the region. The Brighton TSC serves Livingston, Washtenaw, and Monroe counties; the Lansing TSC serves Clinton, Eaton, Ingham and Shiawassee Counties; and the Jackson TSC serves Jackson, Hillsdale, and Lenawee counties. The University Region is a part of and works closely with four Metropolitan Planning Organizations (MPOs) and one study area, including: the Southeast Michigan Council of Governments, the Capital Area Regional Transportation Study, the Jackson Area Comprehensive Transportation Study, the Toledo Metropolitan Area Council of Governments, and the Washtenaw Area Transportation Study.

The University Region is home to the state capitol and governmental functions; institutions of higher learning, including the state's two largest universities, the University of Michigan and Michigan State University; industrial and commercial centers; and agricultural lands.

This wide array of customers who depend on the surface transportation system provide exciting challenges for the University Region to continually find better ways to understand and meet their customers' most important needs.

2007 Accomplishments

In 2007, the University Region continued to address freeway and non-freeway safety, operations, pavement condition, and freeway bridge reconstruction and rehabilitation. The region continued to address the bridge needs along its primary freeway corridors, including I-69, US-23, and M-14. Furthermore, the region continued to expand its customer base to accommodate a wide-variety of customers' needs.

M-99 Corridor in Hillsdale County - This was the second year of major reconstruction of M-99 in the City of Hillsdale. The work this year included the realignment of M-99 in downtown Hillsdale, which included input from the local businesses and city staff. A streetscape project was funded with a Transportation Enhancement Activity grant and was included with the road work.

US-12 in Hillsdale County - MDOT completed a major rehabilitation project along US-12 in Hillsdale County between Moscow Road and US-127. The project also included Transportation Economic Development Funds (TEDF) to complete improvements to US-12 to expedite traffic flow for NASCAR weekends at the Michigan International Speedway.

US-223 at Ogden Road in Lenawee County - MDOT completed major intersection work on US-223 at Ogden Road to improve safety and congestion. This intersection work included a partnership with the Lenawee County Road Commission and used safety funds and a Congestion Mitigation and Air Quality grant.

US-223 at Silberhorn Highway in Lenawee County - This project included the completion of nearly one-half mile of center left-turn lane on US-223 at Silberhorn Highway. The improvement was completed to support a new ethanol plant in Lenawee County and was funded with TEDF and private funds. This project also represented a major partnership between MDOT and the Lenawee County Road Commission during construction.

I-94 Business Loop (BL) in Jackson County - MDOT completed a major rehabilitation of I-94 BL on the east side of the City of Jackson. The project included significant improvements to the drainage and safety of the corridor and access management.

I-94/Baker Road, Washtenaw County - In 2007, the University Region completed replacement and widening of the Baker Road bridge over I-94 to five lanes and the construction of a new eastbound I-94 entrance ramp. The project also included the reconstruction and/or rehabilitation of the existing ramps.

M-59 from I-96 to east of Michigan Avenue - In 2007, the University Region began reconstructing and widening M-59. Construction is ongoing and will be completed in 2008. The project includes the construction of a new non-motorized path that was funded through a transportation enhancement grant, MDOT, City of Howell, and Howell Township.

M-125 Corridor in Monroe County - In 2007, the University Region restored the pavement, rehabilitated one bridge, improved intersections, and improved drainage along 8.8 miles of M-125 (Dixie Highway). The Brighton TSC coordinated with emergency services and local agencies to keep the public informed.

US-24 Corridor in Monroe County - In 2007, the University Region completed rehabilitation of 13.6 miles of US-24, from M-50 to the Monroe/Wayne County line. Within these limits was a bridge replacement at Sandy Creek, and major rehabilitation of the CSX Railroad bridge. Additionally, a center left-turn lane was added at Heiss Road. to enhance the safety at this intersection. New paving was done from M-50 to Heiss Road., as well as resurfacing from Heiss Road. to the county line. The Brighton TSC worked closely with the local communities to limit traffic impacts.

US-23 from M-14 to Silver Lake Road in Washtenaw and Livingston Counties - The University Region completed the maintenance and rehabilitation of six bridges along the heavily traveled US-23 corridor. This project also included road resurfacing through the entire segment. The Brighton TSC held meetings with local officials, schools, emergency management, and businesses to get input on the construction staging for this project.

US-12 from Schill to Austin, and Maple to Industrial in Washtenaw County - The University Region completed the reconstruction of US-12 from Maple Road to Industrial east of the City of Saline. US-12 received a deep mill and resurface from Schill to Austin west of the City of Saline. This project included new signing and numerous driveway improvements to local businesses to enhance mobility and access.

M-14 from M-153 to Gotfredson in Washtenaw County - The University Region repaired and rehabilitated five bridges along the heavily traveled M-14 corridor. This project was coordinated with the US-23 project so that continuous lane closures did not occur simultaneously, thereby minimizing the impact to daily commuting traffic. This project will be completed in 2008.

M-17 from US-12BR to US-12 in Washtenaw County - The University Region completed the rehabilitation of 1.9 miles of M-17 (Ecorse Road) in Ypsilanti and Ypsilanti Township. M-17 received a deep mill and resurface. The Brighton TSC coordinated with Ypsilanti Township to include water main replacement.

I-69 from Peacock to Shaftsbury in Clinton and Shiawassee Counties - In 2007, the University Region rehabilitated 4.4 miles of I-69 and five interchange ramps. The project also included ramp extensions and guardrail upgrades to improve safety. The region also expanded a carpool parking lot and resurfaced the rest area within the I-69 project limits. The Lansing TSC coordinated closely with emergency services organizations and held public meetings to keep the public and local agencies well informed.

I-96 over Grange Road in Clinton County - In 2007, the University Region replaced the bridges and approach pavement on I-96 over Grange Road in Eagle Township. Work also included realigning the westbound I-96 ramp from Clark and Grange Roads to improve safety and the rehabilitation of three additional ramps. Extensive coordination with local agencies, residents, businesses, and emergency services took place during the design and construction phase of this project. The Lansing TSC also held public meetings to gain input from stakeholders about the project. The project schedule was accelerated to open eastbound I-96 three months early and westbound I-96 two months early.

Access Management

- In 2007, the University Region incorporated access management techniques into a corridor rehabilitation project along I-94 BL on the east side of the City of Jackson in Jackson County.
- In 2007, the University Region initiated a contract to study access management issues along the Jackson Avenue/Huron Avenue/Washtenaw Avenue/Michigan Avenue/Ecorse Road (I-94BL/US-23BR/M-17/US-12BR) corridor within the Cities of Ann Arbor and Ypsilanti and the Townships of Pittsfield and Ypsilanti.

Five-Year Road and Bridge Program

The road and bridge preservation projects identified in this 2008 to 2012 Five-Year Transportation Program for the University Region total approximately \$420 million. Investment is allocated in the following manner:

University Region	Total 2008-2012
Road Preservation	\$241 million
Bridge Preservation	\$82 million
Road and Bridge CPM	\$97 million
Total 2008-2012	\$420 million

(Amounts are rounded to the nearest million dollars.)

(Road Preservation includes Roadside Facilities)

Capital Preventive Maintenance (CPM) projects are planned for a significant number of pavements and structures that do not require extensive repairs during this Five-Year Transportation Program period. CPM projects are short-term fixes, adding from five to 10 years of life to a pavement or maintaining the existing structure condition.

University Region	Route Miles of Roads	Number of Bridges and Structures
Total in Region	1,342	986
Scheduled Work	130	66
Percentage of Region	10%	7%

The 2008-2012 program for road preservation work reflects approximately 130 (10 percent) of the University Region's more than 1,342 route miles of state trunklines during the next five years. The 2008-2012 program for bridge preservation work will address 66 (7 percent) of the region's 986 trunkline bridges and structures.

There are also a number of programs that are selected based on statewide priorities or where project identification is completed throughout the year. These investments are not reflected above, but are included in the statewide investment strategy.

Corridor Improvement Strategies

The University Region continues to use a corridor approach to develop construction projects. All elements of the transportation system within a corridor are evaluated and repaired or rebuilt when work is planned. This reduces the number of times major construction occurs in a given area and focuses major construction activity to a few locations, leaving other routes available to motorists wishing to avoid construction zones.

In 2008, the University Region will continue to address the transportation system according to the 2005 to 2030 State Long-Range Plan goals. The University Region takes seriously its role as the steward of the region transportation system and selects projects that meet the goals of system improvement, efficient and effective operations, and safety and security.

The University Region will also continue to select its road projects to be consistent with the 2007 pavement condition goals set by the State Transportation Commission. In 2008, the University Region's primary focus will be on the condition of the non-freeway system. Due to the importance of meeting customer needs and mobility, the region shifted and postponed a major freeway project along the US-23 corridor in Livingston County to 2010. The US-23 corridor has seen several consecutive years of construction, and the region felt that customers who use the US-23 corridor needed a reprieve. However, along the freeway system, the region will complete a bridge corridor project along M-14 that was started in late 2007 in Washtenaw County and along the US-127 corridor in Jackson and Ingham counties.

The region will continue its commitment to improve operations and manage congestion along the existing highways at or near the region's high-growth areas. Region and TSC staff will continue to work proactively with local units of government to identify ways, such as access management, to improve operational efficiency and safety, and to get the most out of the current surface transportation system.

Consistent with the State Transportation Commission policy, region and TSC staffs are proactively investigating opportunities to improve the aesthetics of our highways and bridges. If practical, aesthetic treatments will be included in the design features of bridge structures and roadsides. During the planning stages of urban reconstruction projects, MDOT works with local communities to identify and pursue funding for streetscape and landscape improvements.

Public Involvement

The University Region participates in ten summits, one for each of our counties. The purpose of these summits is to meet with local agencies to discuss future years' programs, give opportunities for local public agency input into our programs, and coordinate upcoming construction programs with local construction projects. This is one of the first steps in the region's Context Sensitive Solutions process.

PASER Reviews

These pavement condition reviews are part of the MDOT asset management effort and also gives staff from MDOT, MPOs and county road organizations a chance to discuss upcoming programs and projects.

MPO and Study Area Meetings

University Region and TSC staff continue to maintain an ongoing relationship with the region's MPOs and study area agencies. The region is a member of the technical committees within these organizations and provides information and receives input regarding region projects and its programs.\

Specific Project Opportunities

US-23 Corridor Study in Livingston and Washtenaw Counties

Through this study, University Region staff and Bureau of Transportation Planning staff have partnered with the local units of government adjacent to the US-23 corridor who have established the US-23 Corridor Coalition. The coalition is working closely through the study process to assist MDOT in establishing an integrated transportation vision for the corridor between Ann Arbor and Brighton.

University Region/Metro Region Non-motorized Committee

Due to the University Region's connection with the MDOT Metro Region (both regions serve counties that are part of the Southeast Michigan Council of Governments study area), staff of the respective regions have partnered to establish a dual-region non-motorized committee. The committee was formed to address the public's demand for more non-motorized services and the need extends beyond and across region lines.

University Region/Metro Region Modal Choice Committee

In an effort to advance modal choice opportunities as part of construction along major corridors, MDOT staff from the University Region, Metro Region, the Bureau of Transportation Planning, and the Passenger Transportation Division established a committee to discuss potential corridors. MDOT staff will begin to partner with transit providers, community advocate groups, regional transportation planners, and local land use planning and economic development agencies. MDOT wants to advance modal choice both as a method to mitigate construction impacts and as an opportunity to use construction to create new commuting opportunities and perhaps change long-term commuter habits to improve the efficiency of the region's transportation system.

2008-2012 ROAD & BRIDGE PROGRAM

UNIVERSITY Bridge - Replacement and Rehabilitation

COUNTY	ROUTE (COMMON NAME)	DIR.	LOCATION	TYPE OF WORK	LENGTH	2008	2009	2010	2011	2012
CLINTON	I-69		US-127 BUSINESS ROUTE OVER I-69	DECK REPLACEMENT	0.000			CON		
CLINTON	I-96		WACOUSTA ROAD OVER I-96	OVERLAY - DEEP	0.530				CON	
CLINTON	US-127 BR		US-127 BUSINESS ROUTE OVER CM RAILROAD (ABANDONED)	BRIDGE REPLACEMENT		CON				
CLINTON	US-27 BR		US-27 BUSINESS ROUTE OVER LOOKING GLASS RIVER	BRIDGE REPLACEMENT	0.000			CON		
EATON	OLD-27		OLD-27 NB OVER THORNAPPLE RIVER	DECK REPLACEMENT	0.000	CON				
EATON	OLD-27		OLD-27 SB OVER THORNAPPLE RIVER	BRIDGE REMOVAL	0.000	CON				
HILLSDALE	M-49		M-49 OVER ST. JOSEPH RIVER	OVERLAY - SHALLOW	0.000	CON				
HILLSDALE	US-127 (S Meridian Rd)		US-127 OVER BEAN CREEK	OVERLAY - DEEP	0.001	CON				
HILLSDALE	US-127 (S Meridian Rd)		US-127 OVER BEAN CREEK	OVERLAY - DEEP	0.001	CON				
INGHAM	I-496		DUNCKEL DRIVE OVER I-496	OVERLAY - DEEP	0.000		CON			
INGHAM	I-496		I-496 WB OVER JOLLY ROAD	OVERLAY - DEEP	0.259		CON			
INGHAM	I-496		I-496 EB OVER JOLLY ROAD	OVERLAY - DEEP	0.259		CON			
INGHAM	I-496 SB		SB I-496 TO EB 96 OVER I-96WB	BRIDGE REPLACEMENT	0.000		CON			
INGHAM	M-43		M-43 WB OVER GTW RAILROAD	SUPERSTRUCTURE REPLACEMENT	0.010			CON		
INGHAM	US-127		US-127 NB OVER CONRAIL RAILROAD AND HUNTOON CREEK	DECK REPLACEMENT	0.000	CON				
INGHAM	US-127		US-127 SB OVER CONRAIL RAILROAD AND HUNTOON CREEK	DECK REPLACEMENT	0.000	CON				
INGHAM	US-127		KIPP ROAD OVER US-127	SUPERSTRUCTURE REPLACEMENT	0.001				CON	
JACKSON	I-94		I-94 OVER SANDSTONE RIVER	DECK REPLACEMENT	0.000	CON				
JACKSON	I-94		DETTMAN ROAD OVER I-94	BRIDGE REPLACEMENT	1.825		CON			
JACKSON	I-94		HAWKINS ROAD OVER I-94	BRIDGE REPLACEMENT	1.825		CON			
JACKSON	I-94		I-94 WB OVER RACE ROAD	OVERLAY - DEEP	0.180				CON	
JACKSON	I-94		I-94 EB OVER RACE ROAD	OVERLAY - DEEP	0.180				CON	
JACKSON	I-94		WHIPPLE ROAD OVER I-94	DECK REPLACEMENT	1.121				CON	
JACKSON	M-50 / US-127 BR (West Avenue)		M-50,US-127BR OVER CONRAIL	REPLACE BRIDGE, ADD LANES	0.000				CON	
JACKSON	M-99		M-99 OVER SOUTH BRANCH OF RICE CREEK	CULVERT REPLACEMENT	2.144					CON
JACKSON	US-127		US-127 NB OVER CONRAIL RAILROAD	OVERLAY - DEEP	0.000	CON				
JACKSON	US-127		US-127 SB OVER CONRAIL RAILROAD	OVERLAY - DEEP	0.000	CON				
JACKSON	US-127		US-127 NB OVER BERRY ROAD	OVERLAY - DEEP	0.000	CON				
JACKSON	US-127		US-127 SB OVER BERRY ROAD	OVERLAY - DEEP	0.000	CON				
JACKSON	US-127		US-127 NB OVER TERRITORIAL ROAD	OVERLAY - DEEP	0.000	CON				
JACKSON	US-127		US-127 SB OVER TERRITORIAL ROAD	OVERLAY - DEEP	0.000	CON				
JACKSON	US-127		SPRINGPORT ROAD OVER US-127	OVERLAY - DEEP	0.000	CON				
JACKSON	US-127		M-50 OVER US-127	DECK REPLACEMENT	0.200			CON		
LENAWEE	US-223		US-223 OVER GALL COUNTY DRAIN	CULVERT REPLACEMENT	0.000				CON	
LIVINGSTON	I-96		PLEASANT VALLEY ROAD OVER I-96	OVERLAY - DEEP	0.000		CON			
LIVINGSTON	I-96		KENSINGTON ROAD OVER I-96	OVERLAY - DEEP	0.000		CON			
LIVINGSTON	US-23		US-23 NB OVER SILVER LAKE ROAD	OVERLAY - DEEP	0.231			CON		
LIVINGSTON	US-23		US-23 SB OVER HYNÉ ROAD	OVERLAY - DEEP	3.236				CON	

2008-2012 ROAD & BRIDGE PROGRAM

UNIVERSITY Bridge - Replacement and Rehabilitation

COUNTY	ROUTE (COMMON NAME)	DIR.	LOCATION	TYPE OF WORK	LENGTH	2008	2009	2010	2011	2012
LIVINGSTON	US-23		US-23 NB OVER HYNE ROAD	OVERLAY - DEEP	3.234				CON	
MONROE	I-275		I-275 SB OVER TELEGRAPH ROAD (US-24)	OVERLAY - DEEP	0.000	CON				
MONROE	I-275		I-275 NB OVER TELEGRAPH ROAD (US-24)	OVERLAY - DEEP	0.000	CON				
MONROE	I-275 SB		I-275 SB (RAMP) OVER I-75	OVERLAY - DEEP	0.100			CON		
MONROE	I-75		SOUTH HURON RIVER DRIVE OVER I-75	BRIDGE REPLACEMENT	0.000	CON				
MONROE	I-75		STERNS ROAD OVER I-75	BRIDGE REPLACEMENT	1.236		CON			
MONROE	I-75		I-75 NB OVER PLUM CREEK	OVERLAY - DEEP	0.000			CON		
MONROE	I-75		I-75 SB OVER PLUM CREEK	OVERLAY - DEEP	0.000			CON		
MONROE	I-75		I-75 OVER INDUSTRIAL TRACKS	OVERLAY - DEEP	0.000			CON		
MONROE	I-75		I-75 OVER CONRAIL INDUSTRIAL TRACKS	OVERLAY - DEEP	0.000			CON		
MONROE	I-75		LAPLAISANCE ROAD OVER I-75	OVERLAY - SHALLOW	0.000			CON		
MONROE	I-75		I-75 OVER HURON RIVER	BRIDGE REPLACEMENT	0.172	CON				
MONROE	US-24		US-24 OVER LITTLE SANDY CREEK	CULVERT REPLACEMENT	0.010			CON		
SHIAWASSEE	I-69		M-71 OVER I-69	BRIDGE REPLACEMENT	0.000				CON	
SHIAWASSEE	I-69		STATE ROAD OVER I-69	OVERLAY - DEEP	3.493				CON	
SHIAWASSEE	I-69		I-69 EB OVER LOOKING GLASS RIVER	DECK REPLACEMENT	2.672				CON	
SHIAWASSEE	I-69		I-69 WB OVER LOOKIN GLASS RIVER	DECK REPLACEMENT	2.672				CON	
SHIAWASSEE	I-69		MORRICE ROAD OVER I-69	OVERLAY - DEEP	2.672				CON	
SHIAWASSEE	I-69		DURAND ROAD OVER I-69	OVERLAY - DEEP	2.672				CON	
SHIAWASSEE	M-21		M-21 OVER THOMPSON DRAIN	BRIDGE REPLACEMENT	0.000		CON			
SHIAWASSEE	M-21		M-21 OVER LIMBARD COUNTY DRAIN	CULVERT REPLACEMENT	0.000		CON			
SHIAWASSEE	M-71		M-71 OVER HOLLY DRAIN	OVERLAY - DEEP	0.000				CON	
SHIAWASSEE	OLD M-78		OLD M-78 EB OVER SOUTH BRANCH LOOKING GLASS RIVER	BRIDGE REPLACEMENT	0.000		CON			
WASHTENAW	M-52		M-52 OVER RAISIN RIVER	DECK REPLACEMENT	0.000	CON				
					20.656					

2008-2012 ROAD & BRIDGE PROGRAM

UNIVERSITY Repair and Rebuild Roads

COUNTY	ROUTE (COMMON NAME)	DIR.	LOCATION	TYPE OF WORK	LENGTH	2008	2009	2010	2011	2012
CLINTON	I-96 (W I 96)		WACOUSTA ROAD TO M-43	RECONSTRUCTION	5.716				CON	
CLINTON	I-96 EB		AT THE GRAND LEDGE REST AREA #825	ROADSIDE FACILITIES - IMPROVE	0.504					CON
CLINTON	US-127 BR		TOWNSEND TO US-127	RESURFACE	4.173	CON				
EATON	M-50		PRATT DRAIN (CO1 OF 23052)	BRIDGE MISCELLANEOUS	0.000	CON				
EATON	M-50		M-50 OVER PRATT DRAIN	MISCELLANEOUS BRIDGE	0.000	CON				
EATON	M-99 / M-50 (Main Street)		WEST OF HALLAWOOD LANE TO KIMBARK AVENUE	RESURFACE	1.355		CON			
EATON	US-27 OLD (Lansing Road)		I-69 TO GUINEA ROAD	RESTORATION AND REHABILITATION	9.190	CON				
HILLSDALE	M-49		READING CITY LIMITS	RECONSTRUCTION	1.496		CON			
HILLSDALE	M-49		US-12 TO M-99	RESURFACE	6.005	CON				
HILLSDALE	M-99		HILLSDALE SOUTH CITY LIMITS TO BACON STREET	RESURFACE	0.890	CON				
HILLSDALE	US-12		JONESVILLE EAST CITY LIMITS TO MOSCOW ROAD	RESURFACE	8.772	CON				
HILLSDALE	US-127 (US-127)		OHIO STATE LINE TO M-34	RESURFACE	10.245					CON
INGHAM	I-96		COLLEGE ROAD TO MERIDIAN ROAD	RECONSTRUCTION	6.213			CON		
INGHAM	M-52 (Stockbridge Road)		NOBLE ROAD TO M-43	RESURFACE	0.889			CON		
JACKSON	I-94		DEARING ROAD INTERCHANGE	RECONSTRUCTION	0.015	CON				
JACKSON	I-94 (EB I-94)		SARGENT RD TO WASHTENAW CL	RESTORATION AND REHABILITATION	9.365					CON
JACKSON	I-94BL (MICHIGAN AVENUE) (Michig		M-60 EASTERLY TO WASHINGTON/LOUIS GLICK	RESURFACE	3.206				CON	
JACKSON	M-106 (Copper Road)		ROSEHILL ROAD TO SOUTH OF ELLIOTT ROAD	RESURFACE	2.552	CON				
JACKSON	M-50 / US-127 BR		JACKSON SOUTH CITY LIMITS TO US-127	RESTORATION AND REHABILITATION	1.318		CON			
JACKSON	US-127 (Meridian Road)		FROM SOUTH OF WHITE ROAD TO NORTH OF LOOMIS	MISCELLANEOUS	4.710	CON				
LENAWEE	M-50 (Monroe Road)		NORTLEY TO M-52	RESURFACE	4.851	CON				
LENAWEE	M-50 (W Chicago Blvd)		RIDGE HWY TO THE EVL OF BRITTON, LENAWEЕ COUNTY	RESURFACE	2.155					CON
LENAWEE	US-223		ADRIAN/BLISSFIELD RAILROAD TO W OF SILBERHORN HWY	MINOR WIDENING	0.302				CON	
LENAWEE	US-223		EAST OF SILBERHORN HWY TO WEST OF RODESILER ROAD	RESURFACE	2.706				CON	
LIVINGSTON	I-96		FROM US-23 TO LIVINGSTON/OAKLAND COUNTY LINE	RESURFACE	3.977		CON			
LIVINGSTON	I-96 WB		AT THE FOWLerville WEIGH STATION	ROADSIDE FACILITIES - RELOCATION	0.000					CON
LIVINGSTON	US-23		SILVER LAKE ROAD TO CSX RAILROAD	RESURFACE	0.200			CON		
LIVINGSTON	US-23		US-23 NB OVER HURON R	WIDEN-MAINT LANES	0.200			CON		
LIVINGSTON	US-23		US-23 SB OVER HURON R	WIDEN-MAINT LANES	0.200			CON		
LIVINGSTON	US-23		US-23 SB OVER SILVER LAKE RD	OVERLAY - DEEP	0.200			CON		
MONROE	US-24 (Telegraph Road)		US-24 FROM STEWART RD TO MALL RD	RESURFACE	0.527				CON	
SHIAWASSEE	M-52		ARDELEAN TO NORTH COUNTY LINE	RESURFACE	6.919	CON				
SHIAWASSEE	M-52 (Shiawassee)		M-21, CHESTNUT TO M-52, M-52, M-21 TO ARDELEAN	RESURFACE	3.272				CON	
SHIAWASSEE	M-52		M-52, MORRICE TO M-21	RECONSTRUCTION	1.830					CON
SHIAWASSEE	M-71 (Coruna Ave)		WOODWORTH TO LEGION	RESURFACE	0.774		CON			
WASHTENAW	I-94		FREER ROAD TO PARKER ROAD, LIMA TOWNSHIP	RESURFACE	5.500			CON		
WASHTENAW	M-14 (EB M-14)		M-14 FROM EAST OF EARHART ROAD TO WASHTENAW COUNTY	RESURFACE	7.819					CON

2008-2012 ROAD & BRIDGE PROGRAM

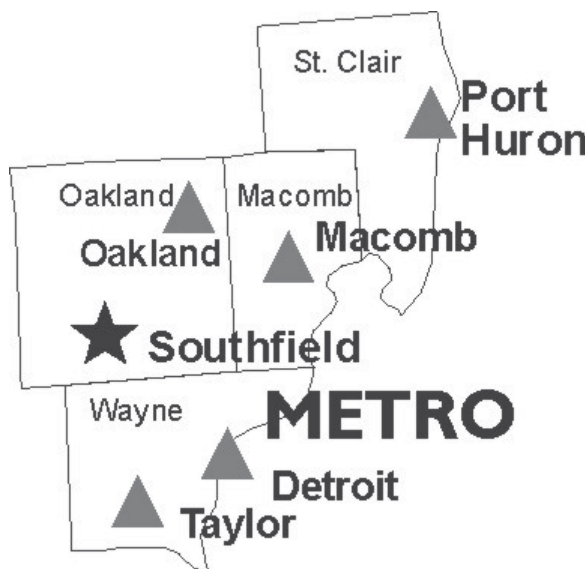
UNIVERSITY Repair and Rebuild Roads

COUNTY	ROUTE (COMMON NAME)	DIR.	LOCATION	TYPE OF WORK	LENGTH	2008	2009	2010	2011	2012
WASHTENAW	M-52		AUSTIN TO DUTCH	RECONSTRUCTION	1.680	CON				
WASHTENAW	M-52		DUTCH DRIVE TO I-94	RESURFACE	9.981		CON			
WASHTENAW	M-52 (M-52)		M-52 FROM I-94 TO OLD US-12	RESURFACE	0.888					CON
WASHTENAW	US-23		NORTHFIELD CHURCH REST AREA, WASHTENAW COUNTY	ROADSIDE FACILITIES - IMPROVE	0.554		CON			
					130.549					

Metro Region

2008-2012

Five-Year Transportation Program



The Metro Region serves four counties in southeastern Michigan: Wayne, Oakland, Macomb, and St. Clair. These four counties encompass 161 cities and townships that are served by state trunklines. The Metro Region has the largest population concentration in the state and the oldest and busiest freeways. Forty-three percent of the vehicle miles traveled on Michigan's freeway system are in this region. While there are slowing trends in land development due to economic conditions, there are some signs of redevelopment in urban centers throughout the Metro Region. This includes increasing densities of land use adjacent to existing trunkline right-of-way.

MDOT has engaged in numerous partnerships to evaluate transportation solutions, and will continue to pursue new partnerships into the future to provide the best transportation solutions for the Metro Region. Partnerships with other agencies are critical to share knowledge and resources and to coordinate activities.

A few examples of current partnerships with public entities include collaborative planning with the Detroit Department of Transportation and the Southeast Michigan Council Of Governments on transit initiatives, such as the Detroit Transit Options for Growth Study and the Ann Arbor to Detroit Transit Study.

It is expected that these partnerships will improve communications with stakeholders, increase freight mobility, and serve as models for future partnerships with local communities, private entities, residents, and organizations on corridor improvements and studies.

The Metro Region is unique in that although it is composed of only four counties, it is the home to five international border crossings. These include the three roadway crossings of the Ambassador Bridge in Detroit, the Blue Water Bridge in Port Huron, and the Detroit-Windsor Tunnel in Detroit. The Ambassador Bridge is the busiest commercial border crossing in North America; the Blue Water Bridge is the second busiest commercial crossing in North America; and the Detroit-Windsor Tunnel is the second busiest passenger crossing on the United States-Canada border. There are also two rail tunnels in the region, the Port Huron-Sarnia rail tunnel and the Detroit-Windsor rail tunnel. Also the Detroit-Windsor Truck Ferry provides for border crossing for hazardous shipments and for specialized carriers. MDOT will continue to improve international border crossings in the region and work with United States Customs and Border Protection and Canadian officials to facilitate the flow of trade across the Canadian border and bordering states.

MDOT's Metro Region is also leading the way with new tools to predict and model the impacts of work zones, resulting in reduced user delays as we work to maintain and rebuild the transportation infrastructure.

2007 Accomplishments

The Metro Region awarded more than \$495 million in construction contracts in 2007. These contracts allowed the motoring public to move around the region in a safer and more efficient manner as the projects were completed. In 2007, 134.5 miles of road were improved with 48.8 miles resurfaced or reconstructed and 85.7 miles rehabilitated. Of the region's 1,538 bridges, more than 187 were rehabilitated in 2007.

Several major construction accomplishments in the four counties include:

- The reconstruction of **M-10 from Lahser Road to I-94 in the Cities of Southfield (Oakland County), Detroit, and Highland Park (Wayne County)** was completed in a record 10 months under a full closure of the freeway. This project included a complete freeway reconstruction from Lahser Road to 8 Mile Road (Southfield) and Meyers Road to Greenfield Road (Detroit) and included concrete pavement repairs from Meyers Road to I-94. The rehabilitation of 11 bridges in Southfield and 39 bridges in Detroit and Highland Park. M-10 through these three cities carries 178,000 vehicles daily.
- **M-1 at M-102 in the Cities of Ferndale and Detroit, on the border of Oakland and Wayne Counties** was completed in 11 months. This comprehensive project included deck replacements, pavement rehabilitation, drainage improvements, safety upgrades, and public art at this historic intersection. Approximately 40,000 vehicles travel through this intersection every day.
- The rehabilitation of 23 bridges and the reconstruction of approximately four miles of roadway on **I-75 from Gibraltar Road to Northline Road in the Cities of Flat Rock, Woodhaven, Taylor, and Southgate and Brownstown Township were completed in Wayne County** this year. The I-75 freeway in these areas carries 75,000 vehicles daily.

- In **St. Clair County (Kimball and Port Huron Townships) on I-69 from Taylor Road to Range Road**, concrete pavement repairs and an overlay were completed on approximately four miles of the freeway. Four bridges were also rehabilitated in this corridor that carries approximately 17,000 daily.
- **In the City of Wayne in Wayne County, one mile of US-12 from Howe Road to Heywood Road was reconstructed.** US-12 carries approximately 33,000 vehicles per day.
- An operational improvement included the addition of a turn lane constructed at **I-696 at 11 Mile Road in the City of Warren (Macomb County).**
- In July 2007, MDOT proceeded with the largest phase of construction for the **Gateway Project**, totaling \$170 million. The project is expected to be completed and opened to traffic in late 2009 and will improve access from the busy border crossing of the Ambassador Bridge to the I-96 and I-75 freeways in Detroit.

The following construction projects have completed significant work and are in the process of being completed and opened to traffic in the next few months:

- **Woodward Avenue (M-1) in Oakland County from 14 Mile Road into the Wide-track Loop in Pontiac** was resurfaced this year. M-1 in this section carries approximately 67,000 vehicles daily.
- **I-94 in Harrison, Clinton and Chesterfield Townships (Macomb County) from Masonic Boulevard to M-29** rehabilitated 11 miles of pavement and 10 bridges in the corridor. I-94 in this area carries approximately 100,000 vehicles per day.
- **Two pedestrian structures over M-53 at 21 Mile Road and 22 Mile Road in Macomb County** have been constructed and are expected to be open later in the year.

In addition to the numerous, successful construction projects completed in the Metro Region, other planning accomplishments include:

- The draft Environmental Impact Statement (EIS) for **the Blue Water Bridge Plaza project in St. Clair County**, which was completed in August 2007. The study examines and compares alternatives for improving the United States inspection plaza at the Blue Water Bridge in Port Huron, a major border crossing for cars and trucks between the United States and Canada. A 60-day public comment period for the DEIS ended in November. The final EIS is scheduled for completion in 2008.
- The **M-24 Access Management Study in northern Oakland County** was completed in March 2007. The study provides five communities along the M-24 corridor, north of I-75, with recommendations and proposals for managing access points on M-24. These recommendations provide effective, low-cost improvements to reduce congestion, improve safety, and provide aesthetics along the roadway corridor.

- The **Western Wayne Study** was completed in May 2007. It included several communities (Van Buren Township, Canton Township, Plymouth Township, and City of Westland) and organizations (Wayne County, the Southeast Michigan Council of Governments and the Federal Highway Administration), working together to identify operational improvements to both local roads and state trunklines in order to improve safety and efficiency and relieve congestion in western Wayne County.

Planning studies in the Metro Region are precursors to design and construction of our road and bridge projects. They help identify impacts and look at alternatives that fit with the needs and desires of the surrounding communities and other local facilities.

M-85 (Fort Street) at the CN Railroad crossing, City of Trenton, Wayne County.

A feasibility study is being conducted for a potential grade separation at M-85 and the CN Railroad crossing. The study will include a detailed analysis necessary to determine the severity of the existing problems that occur at the grade crossing, the development and screening of alternatives, and a baseline cost estimate for each of the proposed alternatives. The study is expected to be completed in 2008.

Project selection emphasizes corridor work and trunkline modernization through bridge, pavement, safety, and operational improvements throughout the Metro Region. MDOT will also continue to improve customer access in coordination with economic development in the City of Detroit and other growing areas of the region. Additional emphasis is being placed on incorporating modal choice into project plans to improve the overall mobility for residents in the region.

The program makes significant contributions to addressing safety and mobility, responding to economic development needs, and supporting and fostering the state's continued economic transition.

Five-Year Road and Bridge Program

The road and bridge preservation projects identified in this 2008 to 2012 Five-Year Transportation Program for the Metro Region total approximately \$1 billion. Investment is allocated in the following manner:

Metro Region	Total 2008-2012
Road Preservation	\$611 million
Bridge Preservation	\$306 million
Road and Bridge CPM	\$149 million
Total 2008-2012	\$1,066 million

(Amounts are rounded to the nearest million dollars)

Capital Preventive Maintenance (CPM) projects are planned for a significant number of pavements and structures that do not require extensive repairs during this Five-Year Transportation Program period. CPM projects are short-term fixes, adding from five to 10 years of life to a pavement or maintaining the existing structure condition.

Metro Region	Route Miles of Road	Number of Bridges and Structures
Total in Region	865	1,541
Scheduled Work	130	187
Percentage of Region	15%	12%

The 2008-2012 program for road preservation work reflects approximately 130 (15 percent) of the Metro Region's more than 865 route miles of state trunklines during the next five years. The 2008-2012 program for bridge preservation work will address 187 (12 percent) of the region's 1,541 trunkline bridges and structures.

There are also a number of programs that are selected based on statewide priorities or where project identification is completed throughout the year. These investments are not reflected above, but are included in the statewide investment strategy.

The aging infrastructure in the Metro Region requires extensive work. This region is home to the highest density of population in the state and its roads continue to be well traveled by commercial carriers, residents, and visitors alike. Widening of existing trunkline right-of-way to increase capacity is becoming increasingly difficult without costly residential or commercial impacts and/or displacements. One of the challenges is to support this redevelopment and other growth opportunities during these transitory times.

In addition to trunkline widening, the department must be able to consider alternatives to meet long-term demand and to move people and commerce safely and efficiently. In order to address these challenging needs of the region, alternatives will have to be considered for all modes of transportation in order to maximize mobility. Cooperative efforts between the department and the local and regional planning agencies allow the state to address transportation needs in coordination with land use planning and through transportation demand management techniques.

Corridor Improvement Strategies

As transportation revenues remain stagnant, it becomes all the more important for MDOT to make the most of the existing transportation system as possible through operational strategies. In March 2007, MDOT's Metro Region, in cooperation with the Southeast Michigan Council of Governments and the Michigan State Police, completed work under a Federal Highway Administration grant to develop a "Regional Concept for Transportation Operations" for southeast Michigan. The effort, which included participation from many local road agencies, police, fire, and emergency medical responders, identified four top

priorities for moving the region's transportation operations forward: identifying priority arterial corridors for operations investment, retiming traffic signals regularly, disseminating operations information more broadly between agencies, and clearing traffic incidents quickly and safely.

MDOT's Metro Region supports these initiatives, in part, through the use of Intelligent Transportation Systems (ITS) cameras to assist police and emergency vehicles in responding to incidents along the roadway and help minimize delays. The camera system, which is managed by the Michigan Intelligent Transportation Systems Center in downtown Detroit, now shares video images with 78 local agencies, as well as the media, to assist in incident response and improved traffic management. ITS projects are also used to communicate construction detours and roadway incidents to travelers. It is used in conjunction with standard construction signing on road projects in order to help alleviate inconveniences to the motoring public.

Another component of our operations approach is the Freeway Courtesy Patrol (FCP) which assists stranded motorists or those in need of minor repair or gasoline. The FCP Program expanded to operate 24 hours a day, seven days a week, with reduced service on the midnight shift. The patrol also operates during special events and major community events. In 2007, the program assisted approximately 51,000 stranded motorists. Finally, increased attention is being placed on better work zone mobility.

Major upcoming preservation projects in the Metro Region are considered strategically for the mobility demands of the motoring public in Wayne, Oakland, Macomb, and St. Clair Counties. Businesses and motorists rely on both the freeway and non-freeway systems in the Metro Region to conduct their daily activities. The economy of the local counties, as well as the state, relies on the ability to move resources, goods, and services safely and expeditiously within and through the Metro Region.

However, due to the complex, interdependent freeway and non-freeway systems that serve the four-county area, single corridor specific analysis and planning are not sufficient to adequately address the needs of this region. The addition of increased funding for project development and construction projects has further accelerated the need to examine options beyond the simple corridor approaches and requires analysis of the system as a whole. While important, corridor identification is an incomplete step in determining how the network will function in its entirety.

Given the significant gap between desired capacity-oriented investment and available resources, determining the most efficient use of the existing infrastructure is especially important. An integrated transportation system that includes collaboration with public and private partners across modes and jurisdictions to optimize resources is also needed. Since the network of both freeway and non-freeway needs must work together, particularly for maintenance of traffic requirements that are demanded by the public, an integrated network analysis is the most applicable approach to the development and identification of preservation projects.

A network analysis has yielded the best results for recognition of mobility needs and future system operations. An integrated transportation system must also include opportunities for new and enhanced modal choice, such as new/expanded ridesharing, non-motorized opportunities, and transit. The primary focus will be on the actions that assist in mitigating the impact of corridor construction projects, thereby improving mobility, accessibility, and safety for all socioeconomic groups in the Metro Region.

It should be noted that the network analysis will need to continually evolve due to the varied implementation schedules of programs and construction schedules associated with each specific project.

The Metro Region has planned projects on a majority of the major freeways and several on non-freeway routes in the next five years. These projects are simply part of the entire network and were developed through a systematic approach.

Some specific projects by year 2008-2012 include the following:

2008

I-96/I-75 (Jeffries/Fisher Freeways) from Warren Road to Clark Street (Ambassador Bridge Gateway), City of Detroit, Wayne County - This project will be open in late 2009 and include reconstruction and realignment of approximately 2.5 miles of freeway, bridge rehabilitation/reconstruction of 24 bridges, and improved access to the Ambassador Bridge.

I-96 at Wixom Road, City of Wixom, Oakland County - This interchange improvement reconstruction will improve safety, efficiency, and mobility.

I-75 (Chrysler Freeway) in Detroit, Hazel Park, Ferndale, Madison Heights and Royal Oak, Wayne and Oakland counties - Bridges along this corridor within these five communities will be rehabilitated.

M-29 from I-94 to Baker Road in Chesterfield Township, Macomb County - This project will reconstruct M-29 and include bridge rehabilitations.

I-94 from Allington Road to Gratiot Avenue - St. Clair Township, St. Clair County. This project will reconstruct I-94 and also include bridge rehabilitations.

I-75 from South Wayne County Line to Gibraltar Road, Cities of Rockwood and Flat Rock, Wayne County - I-75 will be reconstructed and include bridge rehabilitations.

2009

I-96/I-696 from Novi Road to I-75 in the Cities of Novi, Farmington Hills, Southfield, Lathrup Village, Oak Park, Huntington Woods, Pleasant Ridge and Madison Heights, Oakland County - This project will rehabilitate both bridges and the roadway portion within these eight communities.

I-696 (Reuther Freeway) at Mound Road, City of Warren, Macomb County. The interchange will be reconstructed and include bridge rehabilitations.

I-696 (Reuther Freeway) from M-97 to I-94, City of Roseville, Macomb County. This project will encompass both road and bridge rehabilitation.

M-8 (Davison Avenue) from Oakland Avenue to Conant Street, Cities of Highland Park and Detroit, Wayne County - M-8 in this section will be rehabilitated and also include an intersection revision.

M-1 (Woodward Avenue) from Sibley Road to Tuxedo Road, City of Detroit, Wayne County - This project will rehabilitate M-1.

I-94 from County Line Road to Meldrum Road, Casco Township, St. Clair County - I-94 will be reconstructed.

2010

I-275/I-94 interchange in the City of Romulus, Wayne County - This interchange will be improved with both road and bridge rehabilitations.

M-39 (Southfield Freeway) from McNichols Road to M-10 (Lodge Freeway), City of Detroit, Wayne County - This project will improve the corridor by completing road and bridge rehabilitations.

M-59 from Widetrack to Crooks Road in the Cities of Pontiac, Auburn Hills and Rochester Hills, Oakland County - This project will rehabilitate the road and bridges within the corridor.

M-85 (Fort Street) bascule bridge replacement, City of Detroit, Wayne County. This project will replace the existing, aged bascule bridge (a type of draw-bridge) with a new, improved structure.

I-94 from Meldrum Road to Allington Road in Casco and St. Clair Townships, St. Clair County - This section of I-94 will be reconstructed and include bridge rehabilitations.

US-24 (Telegraph Road) from M-102 (8 Mile Road) to West Quarton Road in the Cities of Southfield, Bingham Farms and Franklin and Bloomfield Township, Oakland County - US-24 will be rehabilitated in these four communities.

2011

US-24 (Telegraph Road) from Vreeland Road to West Road in Brownstown Township, Wayne County - This project will include a reconstruction of the road with the addition of a center left-turn lane to improve efficiency and safety.

M-53 (Van Dyke Road) from 15 Mile Road to 18 Mile Road in the City of Sterling Heights, Macomb County - M-53 will be reconstructed in this section.

M-53 (Van Dyke Road) from 34 Mile Road to North Macomb County line in Bruce Township, Macomb County - M-53 will be reconstructed in this section of Macomb County.

M-85 (Fort Street) from I-75/Schaefer Highway to Oakwood, City of Detroit, Wayne County - This project will reconstruct the road and replace the bridges with new and improved structures.

2012

I-275 from south Wayne County line to I-96 in Huron, Van Buren and Plymouth Townships and the City of Romulus, Wayne County - This corridor will be improved with both road and bridge rehabilitations.

Old M-14 (Plymouth Road) from Newburgh Road to Farmington Road in the City of Livonia, Wayne County - Old M-14 will be rehabilitated in this area.

I-69 at I-94 in Port Huron Township, St. Clair County - This interchange will be reconstructed and include bridge rehabilitations.

I-69 from Lapeer County line to M-19 in Mussey, Emmett, and Riley Townships, St. Clair County - I-69 within these townships will be reconstructed.

M-102 (8 Mile Road) from M-5 (Grand River Avenue) to Shiawassee Street, City of Southfield and Redford Township - This project will include a rehabilitation of this roadway.

US-12 (Michigan Avenue) from Livernois Avenue to Roosevelt in the City of Detroit, Wayne County - This section of US-12 will be reconstructed.

M-150 (Rochester Road) from 2nd Street to University Drive in the City of Rochester, Oakland County - This project will reconstruct the road through the City of Rochester Hills.

I-94 from M-29 (23 Mile Road) to the North Macomb County line, in Chesterfield and Lennox Townships, Macomb County - I-94 will be milled and resurfaced.

2008-2012 ROAD & BRIDGE PROGRAM

METRO Bridge - Big Bridge Program

COUNTY	ROUTE (COMMON NAME)	DIR.	LOCATION	TYPE OF WORK	LENGTH	2008	2009	2010	2011	2012
WAYNE	M-10		M-102 OVER M-10 AND RAMPS	DECK REPLACEMENT	0.011		CON			
WAYNE	M-85 (Fort Street)		M-85 OVER ROUGE RIVER	BRIDGE REPLACEMENT	0.000			CON		
					0.011					

2008-2012 ROAD & BRIDGE PROGRAM

METRO Bridge - Replacement and Rehabilitation

COUNTY	ROUTE (COMMON NAME)	DIR.	LOCATION	TYPE OF WORK	LENGTH	2008	2009	2010	2011	2012
MACOMB	I-696 (W P Reuther Freeway)		RAMP G AT MOUND ROAD OVER I-696	SUBSTRUCTURE REPAIR	0.000		CON			
MACOMB	I-696 (W P Reuther Freeway)		11 MILE ROAD EB OVER MOUND ROAD & RAMPS C & D	SUBSTRUCTURE REPAIR	0.000		CON			
MACOMB	I-696 (W P Reuther Freeway)		11 MILE ROAD WB OVER MOUND ROAD & RAMPS C & D	SUBSTRUCTURE REPAIR	0.000		CON			
MACOMB	I-696 (W P Reuther Freeway)		SHERWOOD AVENUE OVER I-696 & RAMPS B, C, H, & F	DECK REPLACEMENT	0.000		CON			
MACOMB	I-696 (W P Reuther Freeway)		RAMPS E AND F OVER MOUND AND SERVICE RD OVER I-696	DECK REPLACEMENT	0.000		CON			
MACOMB	I-696 (W P Reuther Freeway)		10.5 MILE ROAD OVER MOUND ROAD & RAMPS A & B	SUBSTRUCTURE REPAIR	0.000		CON			
MACOMB	I-696 (W P Reuther Freeway)		FAIRFIELD AVENUE OVER I-696	DECK REPLACEMENT	0.000		CON			
MACOMB	I-696 (W P Reuther Freeway)		NB SERVICE ROAD OVER I-696	DECK REPLACEMENT	0.000		CON			
MACOMB	I-696 (W P Reuther Freeway)		SB SERVICE ROAD OVER I-696	DECK REPLACEMENT	0.000		CON			
MACOMB	I-696 (W P Reuther Freeway)		SB SERVICE ROAD OVER RAMPS D & H	SUBSTRUCTURE REPAIR	0.000		CON			
MACOMB	I-696 (W P Reuther Freeway)		GRANDMONT WALKOVER OVER I-696 AND SERVICE ROADS	OVERLAY - EPOXY	0.000		CON			
MACOMB	I-696 (W P Reuther Freeway)		FERNWOOD WALKOVER OVER I-696 AND SERVICE ROADS	OVERLAY - EPOXY	0.000		CON			
MACOMB	I-696 (W P Reuther Freeway)		NIEMAN STREET OVER I-696	OVERLAY - SHALLOW	0.000		CON			
MACOMB	I-696 (W P Reuther Freeway)		SOUTH SERVICE ROAD OVER I-696	OVERLAY - DEEP	0.000		CON			
MACOMB	I-696 (W P Reuther Freeway)		NORTH SERVICE ROAD OVER I-696	OVERLAY - DEEP	0.000		CON			
MACOMB	I-696 (W P Reuther Freeway)		SERVICE ROAD OVER I-696 RAMP N TO W	OVERLAY - DEEP	0.000		CON			
MACOMB	I-696 (W P Reuther Freeway)		I-696 RAMP E TO N OVER I-94, 11 MILE ROAD & RAMPS	OVERLAY - DEEP	0.001				CON	
MACOMB	I-696 (W P Reuther Freeway)		11 MILE ROAD OVER I-94	OVERLAY - DEEP	0.001				CON	
MACOMB	M-29		M-29 OVER FISH CREEK	OVERLAY - DEEP	0.000	CON				
MACOMB	M-29		M-29 OVER SALT RIVER	OVERLAY - DEEP	0.000	CON				
MACOMB	M-3 (Graftot avenue)		M-3 SB OVER CLINTON RIVER	BRIDGE REPLACEMENT	0.000		CON			
MACOMB	M-3 (Graftot avenue)		M-3 NB OVER CLINTON RIVER	BRIDGE REPLACEMENT	0.000		CON			
MACOMB	M-53		26 MILE ROAD OVER M-53	BRIDGE REPLACEMENT	0.310		CON			
OAKLAND	I-696		EAST OF ORCHARD LAKE ROAD WALKOVER OVER I-696	BRIDGE REPLACEMENT	0.000	CON				
OAKLAND	I-696 (W P Reuther Freeway)		M-102 OVER I-696 EB	DECK REPLACEMENT	0.000		CON			
OAKLAND	I-696 (W P Reuther Freeway)		TEN MILE ROAD OVER I-96	SUBSTRUCTURE REPAIR	0.000		CON			
OAKLAND	I-696 (W P Reuther Freeway)		HALSTEAD ROAD OVER I-696	BRIDGE REPLACEMENT	0.000		CON			
OAKLAND	I-696 (W P Reuther Freeway)		ORCHARD LAKE ROAD OVER I-696	OVERLAY - SHALLOW	0.000		CON			
OAKLAND	I-696 (Walter P Reuther Hwy)		I-696 OVER DRAKE ROAD	DECK REPLACEMENT	2.051		CON			
OAKLAND	I-696 (Walter P Reuther Hwy)		I-696 EB OVER INKSTER ROAD	MISCELLANEOUS REHABILITATION	2.051		CON			
OAKLAND	I-696 (Walter P Reuther Hwy)		I-696 WB OVER INKSTER ROAD	MISCELLANEOUS REHABILITATION	2.051		CON			
OAKLAND	I-696		EAST OF ORCHARD LAKE OVER I-696 (WALKOVER)	BRIDGE REMOVAL	0.763	CON				
OAKLAND	I-75		I-75 CONNECTOR EB OVER M-24	SUPERSTRUCTURE REPAIR	1.272	CON				
OAKLAND	I-75		I-75 SB OVER JOSLYN ROAD	OVERLAY - DEEP	1.272	CON				
OAKLAND	I-75		I-75 NB OVER LIVERNOIS ROAD	SUBSTRUCTURE REPAIR	1.272	CON				
OAKLAND	I-75		WATTLES ROAD OVER I-75	SUBSTRUCTURE REPAIR	1.272	CON				
OAKLAND	I-75		I-75 NB OVER MAPLE ROAD	OVERLAY - DEEP	1.272	CON				
OAKLAND	I-75		I-75 SB OVER MAPLE ROAD	OVERLAY - DEEP	1.272	CON				

2008-2012 ROAD & BRIDGE PROGRAM

METRO Bridge - Replacement and Rehabilitation

COUNTY	ROUTE (COMMON NAME)	DIR.	LOCATION	TYPE OF WORK	LENGTH	2008	2009	2010	2011	2012
OAKLAND	I-75		I-75 NB OVER JOSLYN ROAD	OVERLAY - DEEP	0.025	CON				
OAKLAND	I-75		I-75 NB OVER EAST LONG LAKE ROAD	OVERLAY - DEEP	0.025	CON				
OAKLAND	I-75		I-75 SB OVER EAST LONG LAKE ROAD	OVERLAY - DEEP	0.025	CON				
OAKLAND	I-75		RAMP CONNECTOR TO CHRYSLER OVER I-75	OVERLAY - DEEP	0.001	CON				
OAKLAND	I-75		I-75 NB OVER M-150 (ROCHESTER ROAD)	OVERLAY - DEEP	1.272	CON				
OAKLAND	I-75		I-75 SB OVER M-150 (ROCHESTER ROAD)	DECK REPLACEMENT	1.272	CON				
OAKLAND	I-96		I-96 EB OVER GTW RAILROAD (ABANDONED)	BRIDGE REPLACEMENT	0.000				CON	
OAKLAND	I-96		I-96 WB OVER GTW RAILROAD (ABANDONED)	BRIDGE REPLACEMENT	0.000				CON	
OAKLAND	I-96		I-96 OVER KENT LAKE ROAD	DECK REPLACEMENT	0.000				CON	
OAKLAND	I-96		NOVI ROAD OVER I-96	SUBSTRUCTURE REPAIR	0.000		CON			
OAKLAND	I-96		I-96 OVER HURON RIVER	SUPERSTRUCTURE REPAIR	0.000				CON	
OAKLAND	I-96		I-96EB OVER MILFORD ROAD	WIDEN-MAINT LANES	0.030				CON	
OAKLAND	I-96		I-96WB OVER MILFORD ROAD	WIDEN-MAINT LANES	0.030				CON	
OAKLAND	I-96		I-96 EB OVER CSX RAILROAD	BRIDGE REPLACEMENT	1.584		CON			
OAKLAND	I-96		I-96 WB OVER CSX RAILROAD	BRIDGE REPLACEMENT	1.584		CON			
OAKLAND	M-59		M-59 EB OVER GTW RAILROAD	OVERLAY - DEEP	1.761			CON		
OAKLAND	M-59		M-59 WB OVER GTW RAILROAD	OVERLAY - DEEP	1.761			CON		
OAKLAND	M-59		OPDYKE ROAD OVER M-59	DECK REPLACEMENT	1.761			CON		
OAKLAND	M-59		CROOKS ROAD OVER M-59	SUBSTRUCTURE REPAIR	1.761			CON		
OAKLAND	M-59		LIVERNOIS ROAD OVER M-59	SUBSTRUCTURE REPAIR	1.761			CON		
OAKLAND	M-59		AUBURN ROAD OVER M-59	SUBSTRUCTURE REPAIR	1.761			CON		
OAKLAND	N I 75 CD		I-75 NB OVER BIG BEAVER ROAD	OVERLAY - SHALLOW	0.025	CON				
OAKLAND	N I 75 CD		I-75 SB OVER BIG BEAVER ROAD	OVERLAY - DEEP	0.025	CON				
OAKLAND	N I 75 CD		I-75 NB CD OVER BIG BEAVER ROAD	DECK REPLACEMENT	0.025	CON				
OAKLAND	N I 75 CD		I-75 SB CD OVER BIG BEAVER ROAD	DECK REPLACEMENT	0.025	CON				
OAKLAND	REGIONWIDE (Meadowbrook Rd)		MEADOWBROOK ROAD OVER I-96	OVERLAY - DEEP	0.001		CON			
OAKLAND	TROWBRIDGE ROAD		TROWBRIDGE ROAD OVER GTW RAILROAD	SUPERSTRUCTURE REPAIR	0.010		CON			
OAKLAND	US-24		US-24 OVER CLINTON RIVER	BRIDGE REPLACEMENT	0.000				CON	
ST. CLAIR	I-69		MICHIGAN ROAD OVER I-69	BRIDGE REPLACEMENT	0.485					CON
ST. CLAIR	I-69		MICHIGAN ROAD OVER I-69 WB	BRIDGE REPLACEMENT	0.485					CON
ST. CLAIR	I-69		MICHIGAN ROAD OVER I-94	BRIDGE REPLACEMENT	0.485					CON
ST. CLAIR	I-69		RAMP D I-94 EB TO M-21 OVER I-69 EB	BRIDGE REPLACEMENT	0.485					CON
ST. CLAIR	I-94		WADHAM'S ROAD OVER I-94	DECK REPLACEMENT	0.000	CON				
ST. CLAIR	I-94		I-94 EB OVER PINE RIVER	OVERLAY - DEEP	1.622	CON				
ST. CLAIR	I-94		I-94 WB OVER PINE RIVER	OVERLAY - DEEP	1.622	CON				
ST. CLAIR	I-94		RATTLE RUN ROAD OVER I-94	OVERLAY - DEEP	1.622	CON				
ST. CLAIR	I-94		ALLINGTON ROAD OVER I-94	OVERLAY - DEEP	0.000	CON				
ST. CLAIR	I-94		I-69 EB OVER I-94	BRIDGE REPLACEMENT	0.000					CON

2008-2012 ROAD & BRIDGE PROGRAM

METRO Bridge - Replacement and Rehabilitation

COUNTY	ROUTE (COMMON NAME)	DIR.	LOCATION	TYPE OF WORK	LENGTH	2008	2009	2010	2011	2012
ST. CLAIR	I-94		I-69 WB OVER I-94	BRIDGE REPLACEMENT	0.000					CON
ST. CLAIR	I-94		I-94 EB OVER LAPEER ROAD	BRIDGE REPLACEMENT	0.000					CON
ST. CLAIR	I-94		I-94 WB OVER LAPEER ROAD	BRIDGE REPLACEMENT	0.000					CON
ST. CLAIR	I-94		I-94 EB OVER BELLE RIVER	BRIDGE REPLACEMENT	1.143			CON		
ST. CLAIR	I-94		I-94 WB OVER BELLE RIVER	BRIDGE REPLACEMENT	1.143			CON		
ST. CLAIR	M-19		M-19 OVER MILL CREEK	BRIDGE REPLACEMENT	0.000		CON			
ST. CLAIR	M-19		M-19 OVER COWHEY CREEK	BRIDGE REPLACEMENT	0.000	CON				
ST. CLAIR	M-19		M-19 OVER PINE RIVER	BRIDGE REPLACEMENT	0.501		CON			
WAYNE	I-275		HURON RIVER DRIVE OVER I-275	DECK REPLACEMENT	1.133					CON
WAYNE	I-275		PENNSYLVANIA ROAD OVER I-275	SUBSTRUCTURE REPAIR	1.133					CON
WAYNE	I-275		GRANT ROAD OVER I-275	SUBSTRUCTURE REPAIR	1.133					CON
WAYNE	I-275		HANNAN ROAD OVER I-275	SUBSTRUCTURE REPAIR	1.133					CON
WAYNE	I-275		I-275 SB OVER MIDDLE ROUGE RIVER	OVERLAY - DEEP	1.133					CON
WAYNE	I-275		I-275 NB OVER MIDDLE ROUGE RIVER	OVERLAY - DEEP	1.133					CON
WAYNE	I-275		WARREN ROAD OVER I-275	OVERLAY - SHALLOW	1.133					CON
WAYNE	I-275		PLYMOUTH ROAD OVER I-275	DECK REPLACEMENT	1.133					CON
WAYNE	I-275		I-275 SB OVER LOWER ROUGE RIVER	OVERLAY - DEEP	2.574					CON
WAYNE	I-275		I-275 NB OVER LOWER ROUGE RIVER	OVERLAY - DEEP	2.574					CON
WAYNE	I-275		I-275 RAMP OVER MCCLAUGHREY DRAIN	OVERLAY - DEEP	2.574					CON
WAYNE	I-275		I-275 SB OVER MCCLAUGHREY DRAIN	OVERLAY - DEEP	2.574					CON
WAYNE	I-275		I-275 NB OVER MCCLAUGHREY DRAIN	OVERLAY - DEEP	2.574					CON
WAYNE	I-275		I-275 RAMP OVER MCCLAUGHREY DRAIN	OVERLAY - DEEP	2.574					CON
WAYNE	I-275		TYLER ROAD OVER I-275	OVERLAY - DEEP	2.574					CON
WAYNE	I-275		ANN ARBOR TRAIL OVER I-275	OVERLAY - DEEP	2.574					CON
WAYNE	I-275		I-94 WB COLLECTOR OVER I-275 SB TO I-94 EB RAMP	DECK REPLACEMENT	0.001			CON		
WAYNE	I-275		I-94 WB OVER I-275 SB TO I-94 EB RAMP	DECK REPLACEMENT	0.001				CON	
WAYNE	I-75		PIQUETTE OVER I-75	SUBSTRUCTURE REPAIR	0.001	CON				
WAYNE	I-75		COMMER AVENUE OVER I-75	DECK REPLACEMENT	0.001	CON				
WAYNE	I-75		WARREN AVENUE OVER I-75	DECK REPLACEMENT	0.002	CON				
WAYNE	I-75		I-94 WB TO SB RAMP OVER I-94 EB TO I-75 NB RAMP	DECK REPLACEMENT	0.002	CON				
WAYNE	I-75		MILWAUKEE AVENUE OVER I-75	OVERLAY - SHALLOW	0.002	CON				
WAYNE	I-75		EAST GRAND BOULEVARD OVER I-75	DECK REPLACEMENT	0.002	CON				
WAYNE	I-75		CLAY AVENUE OVER I-75	DECK REPLACEMENT	0.002	CON				
WAYNE	I-75		I-75 E N TURN ROAD OVER I-375	PAINTING COMPLETE	0.000	CON				
WAYNE	I-75		I-75 SOUTHEAST TURN ROAD OVER I-375	PAINTING COMPLETE	0.000	CON				
WAYNE	I-75		M-3 CONNECTOR OVER I-75 AND I-375	PAINTING COMPLETE	0.000	CON				
WAYNE	I-75		M-3 CONNECTOR OVER I-75 AND I-375	PAINTING COMPLETE	0.000	CON				
WAYNE	I-75		M-3 TO I-375 SOUTH RAMP OVER I-75	SUBSTRUCTURE REPAIR	0.000	CON				

2008-2012 ROAD & BRIDGE PROGRAM

METRO Bridge - Replacement and Rehabilitation

COUNTY	ROUTE (COMMON NAME)	DIR.	LOCATION	TYPE OF WORK	LENGTH	2008	2009	2010	2011	2012
WAYNE	I-75		WILKINS STREET AND RAMP OVER I-75	DECK REPLACEMENT	0.000	CON				
WAYNE	I-75		MACK AVENUE OVER I-75	DECK REPLACEMENT	0.000	CON				
WAYNE	I-75		CANFIELD AVENUE OVER I-75	DECK REPLACEMENT	0.000	CON				
WAYNE	I-75		WARREN ENT TO I-75 OVER I-75 NB TO E & W TURN RDWY	DECK REPLACEMENT	0.000	CON				
WAYNE	I-75		I-75 SB EXIT RAMP OVER I-75 E&W TO SB TURN ROADWAY	OVERLAY - SHALLOW	0.000	CON				
WAYNE	I-75		HOLBROOK AVENUE OVER I-75	OVERLAY - DEEP	0.000	CON				
WAYNE	I-75		DEQUINDRE AVENUE OVER I-75	DECK REPLACEMENT	0.000	CON				
WAYNE	I-75		CANIFF AVENUE AND TURN OVER I-75	DECK REPLACEMENT	0.000	CON				
WAYNE	I-75		DEQUINDRE U-TURN OVER I-75	DECK REPLACEMENT	0.000	CON				
WAYNE	I-75		I-75 OVER NORTH HURON RIVER DRIVE	BRIDGE REPLACEMENT	0.439	CON				
WAYNE	I-75		WOODRUFF ROAD OVER I-75	BRIDGE REPLACEMENT	0.439	CON				
WAYNE	I-75		M-85 SB OVER I-75	BRIDGE REPLACEMENT	0.439	CON				
WAYNE	I-94		SB WEST GRAND BOULEVARD OVER I-94	DECK REPLACEMENT	0.000			CON		
WAYNE	I-94		I-94 TO WEST GRAND BOULEVARD OVER OPEN AREA	DECK REPLACEMENT	0.000			CON		
WAYNE	I-94		NB WEST GRAND BOULEVARD OVER I-94	DECK REPLACEMENT	0.000			CON		
WAYNE	I-94		TRUMBULL AVENUE OVER I-94	OVERLAY - SHALLOW	0.000			CON		
WAYNE	I-94		I-94 EB RAMP TO M-10 OVER M-10 SB AND I-94 WB	OVERLAY - SHALLOW	0.000			CON		
WAYNE	I-94		CSX RAILROAD OVER I-94	SUBSTRUCTURE REPAIR	0.000			CON		
WAYNE	I-94		CONRAIL OVER I-94	SUBSTRUCTURE REPAIR	0.000			CON		
WAYNE	I-94		GTW & CONRAIL OVER I-94	PAINTING COMPLETE	0.000			CON		
WAYNE	I-94		WEST GRAND BOULEVARD U-TURN OVER OPEN AREA	OVERLAY - DEEP	0.001			CON		
WAYNE	I-96		M-8 WB TO I-96 EB RAMP OVER M-8	DECK REPLACEMENT	0.000				CON	
WAYNE	I-96		FULLERTON AVENUE OVER I-96	OVERLAY - EPOXY	0.000				CON	
WAYNE	I-96		ELMHURST AVENUE OVER I-96	DECK REPLACEMENT	0.000				CON	
WAYNE	I-96		U-TURN NORTH OF GRAND RIVER AVENUE OVER I-96	DECK REPLACEMENT	0.000				CON	
WAYNE	I-96		GRAND RIVER AVENUE OVER I-96	DECK REPLACEMENT	0.000				CON	
WAYNE	I-96		LIVERNOIS AVENUE OVER I-96	DECK REPLACEMENT	0.000				CON	
WAYNE	I-96		LIVERNOIS AVENUE LEFT TURN OVER I-96	DECK REPLACEMENT	0.000				CON	
WAYNE	I-96		WB DAVISON TO EB I-96 OVER I-96	DECK REPLACEMENT	0.000				CON	
WAYNE	I-96		OAKMAN BOULEVARD EB OVER I-96	DECK REPLACEMENT	0.000				CON	
WAYNE	I-96		OAKMAN BOULEVARD WB OVER I-96	DECK PATCHING	0.000				CON	
WAYNE	M-10		M-102 WB SERVICE ROAD OVER M-10	DECK REPLACEMENT	0.081		CON			
WAYNE	M-10		M-102 EB SERVICE ROAD OVER M-10	DECK REPLACEMENT	0.081		CON			
WAYNE	M-153 (Ford Road)		EVERGREEN ROAD NB OVER M-153	DECK REPLACEMENT	0.521		CON			
WAYNE	M-153 (Ford Road)		EVERGREEN ROAD SB OVER M-153	DECK REPLACEMENT	0.521		CON			
WAYNE	M-39		JOY ROAD OVER M-39	SUPERSTRUCTURE REPLACEMENT	0.140			CON		
WAYNE	M-39		WEST CHICAGO ROAD OVER M-39	DECK REPLACEMENT	0.140			CON		

2008-2012 ROAD & BRIDGE PROGRAM

METRO Bridge - Replacement and Rehabilitation

COUNTY	ROUTE (COMMON NAME)	DIR.	LOCATION	TYPE OF WORK	LENGTH	2008	2009	2010	2011	2012
WAYNE	M-39		PLYMOUTH ROAD OVER M-39	DECK REPLACEMENT	0.140			CON		
WAYNE	M-39		FENKELL AVENUE OVER M-39	DECK REPLACEMENT	0.140			CON		
WAYNE	M-39		6 MILE ROAD OVER M-39	DECK REPLACEMENT	0.140			CON		
WAYNE	M-39		7 MILE ROAD OVER M-39	DECK REPLACEMENT	0.140			CON		
WAYNE	M-39		M-102 WB OVER M-39	DECK REPLACEMENT	0.140			CON		
WAYNE	M-39		FITZPATRICK ROAD OVER M-39	DECK REPLACEMENT	0.646			CON		
WAYNE	M-39		FULLERTON AVENUE OVER M-39	DECK REPLACEMENT	0.646			CON		
WAYNE	M-39		LYNDON AVENUE OVER M-39	SUPERSTRUCTURE REPLACEMENT	0.646			CON		
WAYNE	M-39		CURTIS AVENUE OVER M-39	SUPERSTRUCTURE REPLACEMENT	0.646			CON		
WAYNE	M-39		PEMBROKE AVENUE OVER M-39	SUPERSTRUCTURE REPLACEMENT	0.646			CON		
WAYNE	M-39		SCHOOLCRAFT AVENUE OVER M-39	DECK REPLACEMENT	0.318			CON		
WAYNE	M-39		PURITAN AVENUE OVER M-39	DECK REPLACEMENT	0.318			CON		
WAYNE	M-39		M-102 LEFT TURN RAMP OVER M-39	DECK REPLACEMENT	0.318			CON		
WAYNE	M-39		M-102 EB OVER M-39	DECK REPLACEMENT	0.318			CON		
WAYNE	M-39		OUTER DRIVE OVER M-39	SUPERSTRUCTURE REPAIR	0.013			CON		
WAYNE	M-39		OUTER DRIVE EB OVER M-39	SUPERSTRUCTURE REPAIR	1.029			CON		
WAYNE	M-39		OUTER DRIVE WB OVER M-39	SUPERSTRUCTURE REPAIR	1.029			CON		
WAYNE	M-39		FERN AVENUE OVER M-39	SUPERSTRUCTURE REPAIR	1.029			CON		
WAYNE	M-39		OAKWOOD BOULEVARD OVER M-39	SUPERSTRUCTURE REPAIR	1.029			CON		
WAYNE	M-39		VILLAGE ROAD OVER M-39	SUPERSTRUCTURE REPAIR	1.029			CON		
WAYNE	M-39		HUBBARD AVENUE EB OVER M-39	SUPERSTRUCTURE REPAIR	1.029			CON		
WAYNE	M-39		HUBBARD AVENUE WB OVER M-39	SUPERSTRUCTURE REPAIR	1.029			CON		
WAYNE	M-8 (Davison Highway)		JOSEPH CAMPAU OVER M-8	DECK REPLACEMENT	0.000			CON		
WAYNE	M-8 (Davison Highway)		GODDARD AVENUE OVER M-8	DECK REPLACEMENT	0.000			CON		
WAYNE	M-85 (Fort Street)		M-85 (FORT STREET) OVER NS RAILROAD AND CONRAIL	BRIDGE REPLACEMENT	0.000			CON		
WAYNE	M-85 (Fort Street)		M-85 (FORT STREET) OVER PLEASANT STREET	BRIDGE REPLACEMENT	0.000			CON		
WAYNE	M-85 (Fort Street)		M-85 (FORT STREET) OVER SANDERS STREET	BRIDGE REMOVAL	0.000			CON		
WAYNE	M-85		NORFOLK SOUTHERN RAILROAD OVER M-85 (FORT ST)	SUBSTRUCTURE REPAIR	0.000			CON		
WAYNE	M-85		CONRAIL OVER M-85 (FORT STREET)	SUBSTRUCTURE REPAIR	0.000			CON		
WAYNE	US-12 (Michigan Avenue)		US-12 EB OVER ROUGE RIVER	BRIDGE REPLACEMENT	0.000		CON			
WAYNE	US-12 (Michigan Avenue)		US-12 WB OVER ROUGE RIVER	BRIDGE REPLACEMENT	0.000		CON			
WAYNE	US-12 (Michigan Avenue)		US-12 EB OVER M-39	DECK REPLACEMENT	0.000		CON			
WAYNE	US-12 (Michigan Avenue)		US-12 WB OVER M-39	DECK REPLACEMENT	0.000		CON			
WAYNE	US-24		US-24 OVER SMITH CREEK	CULVERT REPLACEMENT	0.094				CON	
					19.851					

2008-2012 ROAD & BRIDGE PROGRAM

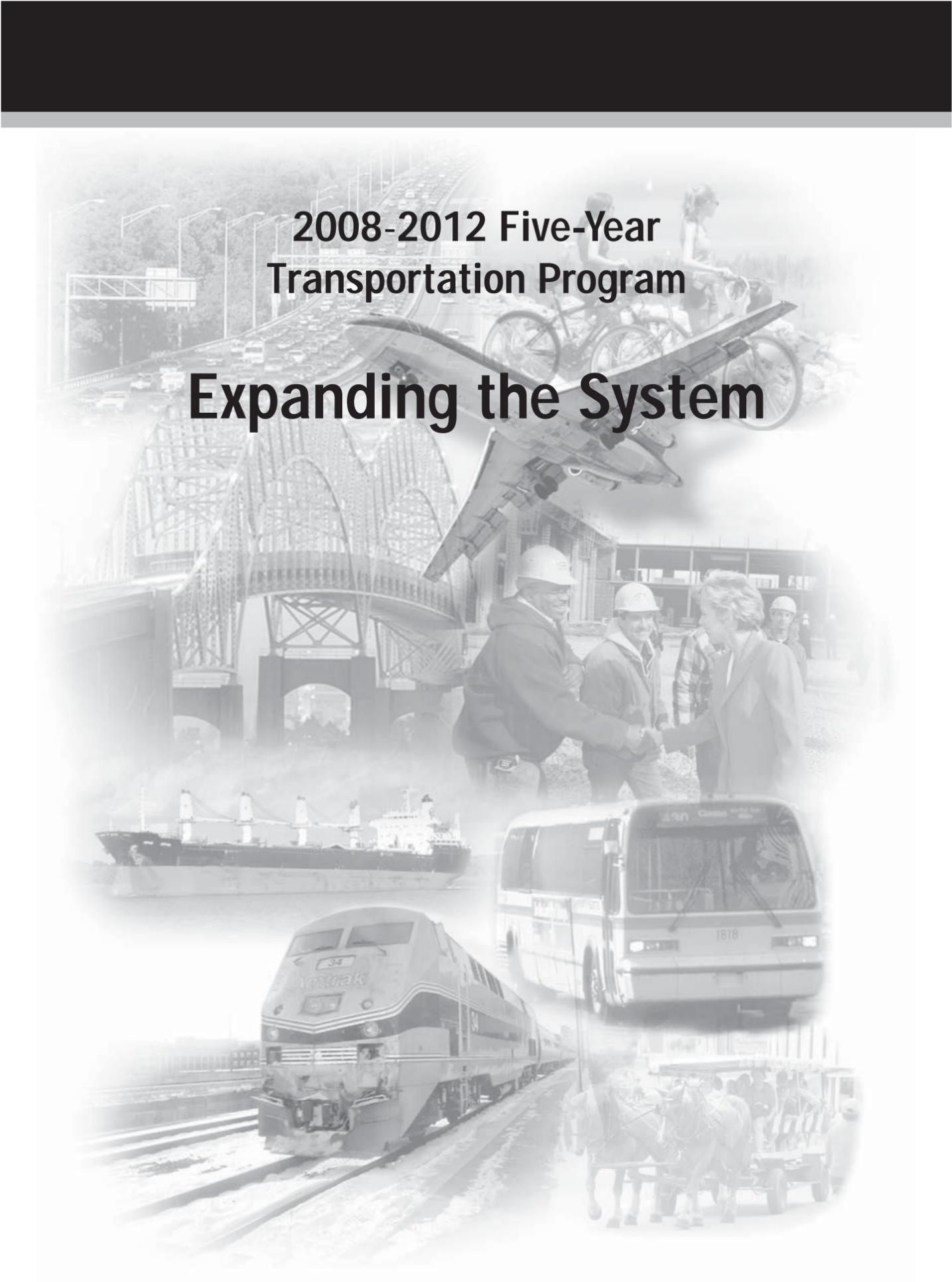
METRO Repair and Rebuild Roads

COUNTY	ROUTE (COMMON NAME)	DIR.	LOCATION	TYPE OF WORK	LENGTH	2008	2009	2010	2011	2012
MACOMB	I-696 (Reuther Freeway)		RAMPS AT MOUND ROAD	RECONSTRUCTION	0.001		CON			
MACOMB	I-696 (Reuther Fwy)		M-97 TO I-94	RESTORATION AND REHABILITATION	2.740		CON			
MACOMB	I-696 (Reuther Freeway)		AT I-94	RECONSTRUCTION	0.816				CON	
MACOMB	I-94		M-29 TO NORTH MACOMB COUNTY LINE	RESURFACE	6.179					CON
MACOMB	M-29 (23 Mile Road)		I-94 TO BAKER	RECONSTRUCTION	2.740	CON				
MACOMB	M-3 NB (Gratiot Avenue)		REMICK TO SANDPIPER	RESURFACE	3.037	CON				
MACOMB	M-3 SB (South Gratiot Avenue)		WELLINGTON STREET TO SUNNYVIEW ROAD	RESURFACE	1.705	CON				
MACOMB	M-3 SB (Gratiot Avenue)		CLINTON TO SANDPIPER	RESURFACE	2.364	CON				
MACOMB	M-53 (Earle Memorial Highway)		34 MILE ROAD TO NORTH MACOMB COUNTY LINE	RECONSTRUCTION	4.436				CON	
MACOMB	M-53 (Van Dyke Freeway)		24 MILE ROAD TO 27 1/2 MILE ROAD	RESURFACE	3.268		CON			
MACOMB	M-53 (Van Dyke Road)		15 MILE ROAD TO 18 MILE ROAD	RECONSTRUCTION	3.244				CON	
MACOMB	VAN DYKE FREEWAY (Van Dyke Fr		18 MILE ROAD TO 24 MILE ROAD	RESURFACE	6.161	CON				
OAKLAND	I-696 (Reuther Freeway)		NOVI ROAD EASTERLY TO HALSTED ROAD	RESURFACE	2.835		CON			
OAKLAND	I-96		6 RAMPS AT NOVI ROAD	RECONSTRUCTION	0.029		CON			
OAKLAND	M-150 (Rochester Road)		2ND STREET TO UNIVERSITY DRIVE	RECONSTRUCTION	0.265					CON
OAKLAND	M-59		OPDYKE TO CROOKS	RESURFACE	4.940			CON		
OAKLAND	M-59 (Huron St)		WIDETRACK TO OPDYKE	RESURFACE	2.090			CON		
OAKLAND	US-24 (Telegraph Road)		NORTH OF 12 MILE ROAD TO WEST QUARTON ROAD	RESURFACE	3.897			CON		
OAKLAND	US-24 (Telegraph Road)		8 MILE ROAD TO 12 MILE ROAD	RESURFACE	4.132			CON		
OAKLAND	US-24 BR (Cass Avenue)		WOODWARD AVENUE TO CESAR CHAVEZ AVENUE	RESURFACE	1.183					CON
OAKLAND	US-24 BR (Square Lake Road)		US-24 TO COLDSRING	RESURFACE	1.333					CON
ST. CLAIR	I-69		LAPEER COUNTY LINE TO M-19	RECONSTRUCTION	11.160					CON
ST. CLAIR	I-69		AT I-94 INTERCHANGE	RECONSTRUCTION	3.707					CON
ST. CLAIR	I-94		ALLINGTON TO S/GRATIOT INTERCHANGE	RECONSTRUCTION	6.900	CON				
ST. CLAIR	I-94		S/ST CLAIR CO LINE & N/MELDRUM	MISCELLANEOUS	0.923	CON				
ST. CLAIR	I-94		MELDRUM ROAD TO NORTH OF ALLINGTON ROAD	RECONSTRUCTION	5.480			CON		
ST. CLAIR	I-94		COUNTY LINE ROAD TO MELDRUM ROAD	RECONSTRUCTION	4.330		CON			
ST. CLAIR	I-94		S/MELDRUM AND N/ ALLINGTON	MISCELLANEOUS	0.251		CON			
ST. CLAIR	M-19 (Avoca Road)		KILGORE TO M-19 THEN TO SOUTH CITY LIMITS OF YALE	RESURFACE	10.181	CON				
ST. CLAIR	M-19 (Main Street)		NORTH OF BURT ROAD TO OLD M-21	RECONSTRUCTION	0.696	CON				
WAYNE	I-75		SOUTH WAYNE COUNTY LINE TO GIBRALTER	RECONSTRUCTION	2.565	CON				
WAYNE	I-94		5 RAMPS AT I-275	RECONSTRUCTION	1.358			CON		
WAYNE	I-94		AT US-24	ROADSIDE FACILITIES - RELOCATION	0.100	CON				
WAYNE	M-1 (Woodward Avenue)		I-94 TO SIBLEY	RESURFACE	2.069		CON			
WAYNE	M-1 (Woodward Avenue)		TUXEDO TO I-94	RESURFACE	2.321		CON			
WAYNE	M-102 (8 Mile Road)		M-5 TO SHIAWASSEE STREET	RESURFACE	1.709					CON
WAYNE	M-153 (Ford Road)		VENNY ROAD TO ARCOLA AVENUE	RESURFACE	2.673			CON		
WAYNE	M-153 (Ford Road)		AT EVERGREEN	RECONSTRUCTION	0.127	CON				

2008-2012 ROAD & BRIDGE PROGRAM

METRO Repair and Rebuild Roads

COUNTY	ROUTE (COMMON NAME)	DIR.	LOCATION	TYPE OF WORK	LENGTH	2008	2009	2010	2011	2012
WAYNE	M-39 (Southfield Road)		PORTER TO NORTH OF PINECREST	RECONSTRUCTION	1.742		CON			
WAYNE	M-39 (Southfield Freeway)		MC NICHOLS TO M-10	RESURFACE	3.221			CON		
WAYNE	M-5 (Grand River Avenue)		VARIOUS LOCATIONS BETWEEN M-39 AND LIVERNOIS	MISCELLANEOUS	0.733	CON				
WAYNE	M-8 (Davison Avenue)		OAKLAND AVENUE TO CONANT	RESURFACE	1.432		CON			
WAYNE	M-85 (Fort Street)		I-75/SCHAEFER TO OAKWOOD	RECONSTRUCTION	1.336				CON	
WAYNE	M-85 (Fort Street)		SB M-85 TO OLD FORT STREET	TRAFFIC OPERATIONS OR SAFETY WORK	0.050	CON				
WAYNE	OLD M-14 (Plymouth Road)		NEWBURGH TO FARMINGTON ROAD	RESURFACE	2.064					CON
WAYNE	US-12 (Michigan Avenue)		OUTER DRIVE TO WEST OF EVERGREEN	RESTORATION AND REHABILITATION	2.029		CON			
WAYNE	US-12 (Michigan Avenue)		LIVERNOIS TO 28TH STREET	RECONSTRUCTION	0.835					CON
WAYNE	US-12 (Michigan Avenue)		28TH STREET TO ROOSEVELT	RECONSTRUCTION	0.592					CON
WAYNE	US-24 (Telegraph Road)		VREELAND TO WEST ROAD	MAJOR WIDENING	2.210				CON	
					130.189					



**2008-2012 Five-Year
Transportation Program**

Expanding the System

Multi-Modal Expansion Program

2008-2012

Five-Year Transportation Program

Within the Multi-Modal Program, expansion efforts will depend on annual funding levels and local investment decisions. Only a small portion of the Multi-Modal Program is focused on expansion, including:

- The Airport Improvement Program, which supports capital projects at locally-owned airports.
- Economic development loans for rail-dependent business and industry.

Expansion may also result from increased federal transit funding under SAFETEA-LU, both in terms of increased formula apportionments and high priority project earmarks. However, the increased funding will largely serve to keep up with the increased costs of operating and maintaining existing systems.

Transit expansion may be facilitated with the \$114.4 million in earmarks from the Federal Transit Administration New Starts Program included in SAFETEA-LU. Earmarks from this program include \$14.4 million for the Grand Rapids area and \$100 million for the Ann Arbor to Detroit corridor. These dollars are not included in MDOT's transportation program because the projects will be led by local agencies and federal awards for these projects have not yet been made.

Another transit expansion effort underway is the Midwest Regional Rail System (MWRRS) initiative. The initiative reflects a fundamental change in the delivery of intercity passenger rail service in the Midwest, primarily using existing rail right-of-way shared with freight and commuter rail to provide increased train speeds, frequency, system connectivity, and service reliability. In Michigan, this could result in up to nine daily round trips between Detroit and Chicago consisting of a mix of express and local service.

The MWRRS initiative would be a major infrastructure project consisting of a total capital cost of \$7.7 billion (\$6.6 billion in infrastructure and \$1.1 billion in train equipment) extending over a ten-year period. Michigan's portion of this infrastructure investment would be \$1.1 billion. It is estimated that development of this system would create 2,000 permanent jobs and an average of 6,000 construction jobs per year during the construction period. At the present time, no state or federal funds for this project have been included in MDOT's Five-Year Transportation Program for this initiative.

Highway Capacity Improvements and New Roads

The following section identifies the highway capacity improvement and new roads projects that have been part of MDOT's regular program, received funding from the Jobs Today Initiative, or received an earmark from the SAFETEA-LU transportation reauthorization bill. All projects listed have been developed in accordance with the department's Five-Year Transportation Program development process and are listed by region.

For those projects that received a SAFETEA-LU earmark and are new to MDOT's program, the department will work with transportation stakeholders to develop strategies to implement these earmarks consistent with the description contained within the bill.

Superior Region

The Superior Region continues to experience growth in its successful year-round tourism industry and the relocation of midwestern retirees heading to the Upper Peninsula. The very successful Passing Relief Lane Program will be continued through the year 2008 to further increase passing opportunities associated with trucks and recreational vehicles. The region is planning to construct an additional eight and a half miles of passing relief lanes on US-2 and US-41 in 2007 and 2008.

North Region

The North Region continues to provide quality transportation services for Michigan's successful year-round tourism industry, as well as for its citizens and businesses. Preservation of the existing system remains a high priority as is partnering with local communities to plan long-term transportation goals. The Passing Relief Lane Program will come to a close in 2008 and the North Region will add approximately three miles of new passing relief lanes in 2008.

MDOT maintains a strategy for addressing operational issues and reducing points of congestion, wherever possible, to ensure the smooth flow of traffic and to improve safety. The department also continues to address recreational needs and daily congestion issues in specific locations, such as Alpena, Cadillac, Gaylord, Grayling, Petoskey, and Traverse City.

Traverse City Regional Transportation Study, Grand Traverse County

In the spring of 2005, \$3.3 million of Transportation Equity Act for the 21st Century (TEA-21) federal transportation funds were re-designated from the planning of a Traverse City bypass to the creation and implementation of a Grand Traverse area comprehensive, multimodal transportation plan.

The project manager, Traverse City Transportation and Land Use Study, hired a consultant in 2007. Work will continue on this study through 2009. Any remaining earmarked funds will be used to implement the recommended improvements.

2008-2012

Five-Year Transportation Program

Petoskey Transportation Needs Study, Emmet County

The 2005 SAFETEA-LU transportation reauthorization bill provided funding for this study. The earmark was re-designated from a TEA-21 high priority earmark to make improvements to US-131 at Intertown Road, south of Petoskey. A portion of this earmark is being used by the Northwest Michigan Council of Governments to conduct a local road study of the Petoskey area, which should be completed in 2007. Remaining funds from this earmark will be used to implement the recommended improvements to state trunklines in the Petoskey area.

Grayling Transportation Needs Study, Crawford County

The 2005 SAFETEA-LU transportation reauthorization bill provided funding for this study. This earmark was re-designated from a TEA-21 high priority earmark for the North Down River Road interchange on I-75. The Northeast Michigan Council of Governments is using part of this earmark to complete a transportation needs study in the Grayling area. The final report should be completed in the spring of 2008. Remaining funds will be used to implement improvements on I-75 interchanges and state trunklines in the study area.

US-131 Manistee River Bridge Widening, Manistee County

The 2005 SAFETEA-LU transportation reauthorization bill provided funding for this project. The earmark for this project will be used to complete environmental clearance and design associated with replacing and widening the US-131 bridge over the Manistee River. The expanded width of the new bridge will then be equivalent to the road widths north and south of the existing bridge. The environmental clearance activities will begin in 2008. The remaining funds will be used for the construction phase of the bridge project, but funding for the entire construction phase is pending reasonable assurance of achieving and sustaining system condition goals and the identification of additional funding.

2008-2012 ROAD AND BRIDGE PROGRAM

New Roads and Capacity Improvements

NORTH										
COUNTY	ROUTE (COMMON NAME)	DIR.	LOCATION	TYPE OF WORK	2008	2009	2010	2011	2012	
EMMET	AREAWIDE		PETOSKEY AREA	STUDY	EPE					
CRAWFORD	AREAWIDE		GRAYLING AREA	STUDY	EPE					

Grand Region

The Grand Region continues to experience significant growth and economic expansion that has resulted in increased traffic across the region. Through the implementation of the following capacity increase projects, the department will continue to address capacity increase and operational issues in order to remove congestion points, as well as provide improved access to support the economic growth occurring across the region. Many of the following projects are part of Governor Granholm's Jobs Today Program.

I-196/Chicago Drive (Baldwin Street) Interchange Modification, Kent and Ottawa Counties

The I-196/Chicago Drive interchange modification project located in the City of Grandville includes two new ramps connecting Baldwin Street to I-196, as well as adjacent freeway and local road improvements. This important project will utilize state Jobs Today funding, multiple federal SAFETEA-LU earmarks, and Georgetown Charter Township funds. The environmental clearance process for this project, including a supplemental Environmental Assessment (EA), will include the adjacent I-196 road rehabilitation project. The EA for this project received federal approval in April 2007. Construction on the local segments in Georgetown Charter Township began in 2007. Construction on the freeway segments and the new ramps is expected to begin in 2008 and be completed in 2009.

US-31, Holland to Grand Haven, Ottawa County

Following meetings with various local officials and a public information meeting in November 2006, a preferred alternative was identified for this portion of US-31 that consists of a new route and a new Grand River crossing west of 120th Avenue between M-45 and I-96/M-104. Also included are some limited improvements to existing US-31 in the Holland and Grand Haven areas. The construction phase has been added to the Holland and Muskegon Metropolitan Planning Organization Long-Range Plans. The environmental clearance should be completed in 2008, at which time the design and right-of-way acquisition process will begin, using funds from a SAFETEA-LU earmark. After completion of the design and right-of-way acquisition activities, MDOT will be in a position to begin construction of the new river crossing in 2010, followed by the remaining segments of the project, pending funding availability.

I-196/I-96 Corridor Improvements, Kent County

Environmental clearance activities have been completed for the I-196/I-96 corridor, including: I-196 from US-131 to I-96, I-96 from Leonard Street to Cascade Road, and M-37/M-44 (East Beltline) from M-21 (Fulton Street) to Knapp Street, in the City of Grand Rapids and Grand Rapids Township.

Weave/merge lanes will be added to improve traffic flow and safety between interchanges as part of the major rehabilitation project along I-196 between the Grand River and Fuller Avenue planned for 2010, as well as several bridge widening projects to accommodate future improvements. Corridor improvements will occur incrementally as funding becomes available. These I-196 corridor projects will support and enhance access to the developing Life Science Corridor in downtown Grand Rapids.

US-131/44th Street Interchange Improvement, Kent County

MDOT and the City of Wyoming have been working together for several years to develop improvement plans and funding strategies for this interchange. MDOT will use a portion of a SAFETEA-LU earmark and state Jobs Today funds to rehabilitate and improve its share of the interchange project. The remainder of the earmark will be used by the City of Wyoming to assist in the funding of their portion of the interchange improvements. The design phase has begun and construction is planned to begin by 2009, pending availability of adequate funding to complete the project.

US-31/M-46 Transportation System Alternatives Study, Muskegon County

A Higher Education Area Access Study (HEAAS), managed by the Muskegon Metropolitan Planning Organization, has been conducted to identify traffic operational improvements. The proximity of Muskegon Community College and Baker College on state and local roads in the US-31/M-46 (Apple Avenue) area has led to congestion issues. MDOT will coordinate with transportation stakeholders in Muskegon to develop an appropriate strategy to utilize the federally earmarked funding, consistent with the language contained within SAFETEA-LU.

I-96/US-31 – Sternberg Area Interchange Study, Muskegon County

The 2005 SAFETEA-LU transportation reauthorization bill provided funding for this project that is intended to improve traffic operations and access in the I-96/US-31/Sternberg Road area. MDOT is working with transportation partners and stakeholders in the study area; and they have agreed on a preferred alternative that will add eastbound-on and westbound-off ramps at I-96 and Sternberg Road. An appropriate strategy to utilize the federally earmarked funding consistent with the language contained within SAFETEA-LU, will be recommended to the Federal Highway Administration by MDOT and the study team.

2008-2012 ROAD AND BRIDGE PROGRAM

New Roads and Capacity Improvements

GRAND

COUNTY	ROUTE (COMMON NAME)	DIR.	LOCATION	TYPE OF WORK	2008	2009	2010	2011	2012
KENT/OTTAWA	I-196	JT	BALDWIN ROAD	IMPROVE FREEWAY ACCESS	CON	CON	CON		
MUSKEGON	I-96		AT US-31 & STERNBERG ROAD VACINITY	UPGRADE INTERCHANGE	PE	PE/ROW/CON	CON	CON	
MUSKEGON	US-31		AT M-46	STUDY	EPE	EPE	EPE	EPE	
OTTAWA	M-231		M-45 TO I-96/M-104	CONSTRUCT NEW ROAD	PE/ROW	PE/ROW	PE/ROW/CON	PE/ROW/CON	PE/ROW/CON
KENT	US-131		UNDER 44TH STREET	REPLACE BRIDGE, ADD LANES	PE/ROW	ROW/CON	CON		
KENT	M-6		BETWEEN DIVISION AND EASTERN	NOISE BARRIER TYPE I	PE/CON	CON			

Bay Region

The Bay Region maintains a diverse landscape combining urban industrial centers as well as various agricultural industries. The region provides transportation services to the Flint, Saginaw, Bay City, and Midland industrial centers with federal and statewide corridors for the movement of people and goods to enhance international trade as well as tourism. The Bay Region also provides transportation services to the region's agricultural industry. By doing so, the region's status is preserved as a leading producer of sugar beets and world-wide exporter of beans.

M-24/I-69 to Pratt Road, Lapeer County

This project will improve safety and reduce congestion by widening M-24 from a two-lane road to a four-lane boulevard, from I-69 in Lapeer Township southerly to Pratt Road in Metamora Township. Environmental clearance has been completed. In 2004, Lapeer and Metamora Townships adopted an access management plan to help maintain efficient future operations along the segment from I-69 to south of the county line. Design and right-of-way activities were completed and construction began in 2006. Work will continue through 2007 with anticipated completion in 2008. This project will utilize both Jobs Today funds and earmark funds, provided in the SAFETEA-LU transportation reauthorization bill, to construct the proposed improvements.

M-24/Pratt Road to South Lapeer County Line, Lapeer County

This project is a reconstruction and widening of M-24 from a two-lane road to a four-lane boulevard, from Pratt Road to Brauer Road in Lapeer County. Design was completed in 2005, with right-of-way and construction phases deferred pending reasonable assurance of achieving and sustaining system condition goals and identification of additional funding. Metamora Township adopted an access management plan as a precursor to the improvements identified in the environmental document to help optimize traffic operations along M-24.

I-675 at M-13, Saginaw County

This project received two earmarks in the SAFETEA-LU transportation reauthorization bill to build a new ramp from I-675 to M-13. MDOT completed a federally required Interstate Access Justification Report to determine the appropriate access improvements between I-675 and M-13. The study and final report was completed in 2007 and is awaiting FHWA approval. With federal approval, this project is anticipated to begin design in 2009. Construction is scheduled to begin in 2011.

US-127/North of St. Johns to Ithaca, Clinton and Gratiot Counties

The re-evaluation of the Environmental Impact Statement and the preparation of final right-of-way plans for the US-127 corridor from St. Johns to Ithaca are scheduled for completion in 2008.

Additional funding has been provided by the 2005 SAFETEA-LU transportation reauthorization bill and will be used for partial right-of-way acquisition. Final design and the acquisition of remaining right-of-way have been deferred pending reasonable assurance of achieving and sustaining system condition goals and the identification of additional funding.

M-84/Delta Road to Euclid Avenue, Bay County

This reconstruction project includes the widening of an existing two-lane road. Some sections will be widened to three lanes, while more congested areas will be widened to five lanes. There will also be intersection improvements. The project limits will extend from Delta Road to M-13 (Euclid Avenue) in Bay City. MDOT has completed design and secured the right-of-way for future construction. In 2011, MDOT will reconstruct the bridges over Squaconning and Dutch Creek immediately east and west of I-75 in 2011. Remaining portions of this project have been deferred pending reasonable assurance of achieving and sustaining system condition goals and the identification of additional funding.

M-15, I-75 to I-69, Oakland and Genesee Counties

Environmental clearance activities for the widening of this 20-mile corridor are ongoing. The department is considering strategies for implementing the recommended improvements identified in the environmental document.

2008-2012 ROAD AND BRIDGE PROGRAM
New Roads and Capacity Improvements

BAY

COUNTY	ROUTE (COMMON NAME)	DIR.	LOCATION	TYPE OF WORK	2008	2009	2010	2011	2012
SAGINAW	I-675		AT M-13	NEW INTERCHANGE	EPE				
LAPEER	M-24	JT	PRATT ROAD TO SOUTH OF I-69	RECONSTRUCT AND ADD LANES	CON				
GRATIOT	US-127		NORTH OF ST. JOHNS TO ITHACA	NEW ALIGNMENT	EPE/ROW	ROW	ROW	ROW	

Southwest Region

The Southwest Region is home to many industries, particularly those supporting automobile and aerospace manufacturing and medical/pharmaceutical industries. Tourism and agriculture are also significant industries in southwest Michigan. The department will continue to address capacity increase and operational issues in order to remove congestion points, as well as provide improved access to support the economic growth occurring across the region.

I-94, US-131 to Sprinkle Road, Kalamazoo County

The 2005 SAFETEA-LU transportation reauthorization bill provided multiple earmarks for this project. These earmarks will be used to reconstruct and widen I-94 from west of US-131 to east of Oakland Drive, including the I-94/US-131 interchange. Construction for this segment began in 2006 and will be completed in 2009. Sound walls are being built at the northeast, northwest, and southwest quadrants of the I-94 and US-131 interchange; the northeast, southeast, and southwest quadrants of I-94 and Oakland Drive; and along east-bound I-94, east of Lover's Lane. The remaining segments will be constructed as funding becomes available.

I-94 Business Loop (BL), Calhoun County

The planned realignment and extension of I-94BL includes the following:

- Reconstructing existing Dickman Road from I-194 east to South Street.
- Realigning East Dickman Road from South Street east to Main Street as the proposed business loop.
- Jurisdictional transfer of Main Street from the proposed I-94BL (Dickman Road) to the existing I-94BL (Hamblin Avenue).
- Resurfacing I-94BL (Hamblin Avenue) from proposed I-94BL (Main Street) to I-94BL (Michigan Avenue) with lane reductions from a five-lane to a three-lane as well as intersection improvements to enhance the operational safety for truck movement.
- Resurfacing of I-94BL (Michigan Avenue) from I-94BL (Hamblin Avenue) east to Claire Street.

Jobs Today funding will be used for right-of-way acquisition and construction. Construction will begin in 2008.

US-31, Napier Road to I-94/I-196, Berrien County

The design phase for the last segment of this major US-31 improvement is nearly complete and partial right-of-way acquisition is ongoing. The construction phase and any remaining right-of-way acquisitions are deferred pending reasonable assurance of achieving and sustaining system condition goals and the identification of additional funding. Napier Avenue, the temporary connection between US-31 and I-94, is adequately handling current traffic demands.

US-131, Bypass of Constantine, St. Joseph County

Environmental clearance activities will be completed in early 2008. The preferred alternative is a bypass of the Village of Constantine. The new bypass includes a two-lane controlled access road running west of existing US-131 between Brown/Dickinson Road and Garber Road, two truck climbing lanes on existing US-131 north of Constantine, and various intersection improvements. Pending Federal Highway Administration approval, the design phase for this project will begin in 2008 with construction of the bypass beginning in 2012.

2008-2012 ROAD AND BRIDGE PROGRAM

New Roads and Capacity Improvements

SOUTHWEST

COUNTY	ROUTE (COMMON NAME)	DIR.	LOCATION	TYPE OF WORK	2008	2009	2010	2011	2012
KALAMAZOO	I-94		WEST OF US-131 TO EAST OF US-131	RECONSTRUCT AND ADD LANES	CON	CON	CON		
CALHOUN	I-94 BL AND I-194 (Michigan Avenue)	JT	I-194 TO MAIN TO MICHIGAN TO PORTER	RECONSTRUCT AND ADD LANES	PE/CON	CON			
ST. JOSEPH	US-131		STATE LINE TO NORTH OF THREE RIVERS	RELOCATION OF EXISTING ROUTE	EPE/PE	PE/ROW	PE/ROW	PE/ROW	PE/CON
BERRIEN	US-31 RELOCATION		NORTH OF NAPIER TO I-94	RELOCATION OF EXISTING ROUTE	ROW				

University Region

The University Region's six major freeway corridors (I-69, I-75, I-94, I-96, US-23 and US-127) are part of a national network of highways supporting commerce and international trade. Other state highways provide access to a growing number of residential and commercial developments. The department will continue to address capacity and operational issues in order to remove congestion points, as well as provide improved access to support economic growth occurring across the region.

I-94 at Sargent Road, Jackson County

The Sargent Road interchange reconfiguration was identified as a priority project in the Environmental Impact Statement for I-94 from Sargent Road to M-60. Design of improvements to the Sargent Road interchange began in 2007. This project will replace the Sargent Road bridge over I-94, reconfigure the interchange, and realign Sargent Road and Ann Arbor Road. Construction of the improvements is scheduled to begin in 2010. This project is partially funded by a SAFETEA-LU earmark.

I-96 at Latson Road, Livingston County

The construction of an interchange at I-96 and Latson Road is scheduled for 2010. Multiple funding sources will be utilized for this project, including: the remaining Interstate Maintenance Discretionary funds allocated to this corridor, federal earmarks, funds provided by the 2006 Michigan Supplemental Bill, and funds allocated by local government agencies and developers. Construction of this project will also require removal of a nearby rest area.

M-59, I-96 to Michigan, Livingston County

The Jobs Today Initiative provided funding for the reconstruction and widening of M-59 between I-96 and Michigan Avenue in Howell. Construction began in 2007 and is expected to be completed in 2008. Construction of a noise wall east of Tooley Road is scheduled to begin in 2008.

M-59, Michigan to old US-23 (Whitmore Lake Road), Livingston County

MDOT is working on the design phase, which is scheduled for completion in 2008. The right-of-way acquisition phase is also active and will be ongoing. The construction phase for this reconstruction and widening of M-59 between Michigan Avenue and Old US-23 in Livingston County has been deferred pending reasonable assurance of achieving and sustaining system condition goals and the identification of additional funding.

US-23, M-14 to I-96, Washtenaw and Livingston Counties

MDOT is conducting a feasibility study of possible improvements to the US-23 corridor between M-14 in Washtenaw County and I-96 in Livingston.

The study will result in a master plan for the US-23 corridor that can be used to guide near-term investment decisions to preserve the facility and evaluate ongoing and future private development proposals along the corridor. The study will also identify future phasing opportunities for longer-term corridor widening improvements, assess the feasibility of adding dedicated transit facilities to the corridor, and assess innovative financing methods for identified improvements. The information gained from the study of corridor improvement alternatives will be useful in streamlining environmental impact assessment for specific project proposals along this corridor.

US-127, St. Johns to Ithaca, Clinton and Gratiot Counties

The federally required re-evaluation of the Environmental Impact Statement and the preparation of final right-of-way plans for the US-127 corridor from St. Johns to Ithaca are scheduled for completion in 2008. Additional funding has been provided by the 2005 SAFETEA-LU transportation reauthorization bill and will be used for partial right-of-way acquisition. Final design and the acquisition of remaining right-of-way have been deferred pending reasonable assurance of achieving and sustaining system condition goals and the identification of additional funding.

2008-2012 ROAD AND BRIDGE PROGRAM

New Roads and Capacity Improvements

UNIVERSITY

COUNTY	ROUTE (COMMON NAME)	DIR.	LOCATION	TYPE OF WORK	2008	2009	2010	2011	2012
WASHTENAW	I-94	JT	AT BAKER ROAD	UPGRADE INTERCHANGE	CON				
JACKSON	I-94		AT SARGENT ROAD	UPGRADE INTERCHANGE	PE/ROW	PE/ROW	PE/ROW/CON	CON	
LIVINGSTON	I-96		AT LATSON ROAD	NEW INTERCHANGE	PE/ROW	PE/ROW	PE/ROW/CON	CON	
LIVINGSTON	M-59	JT	EAST OF I-96 TO EAST OF MICHIGAN AVENUE	RECONSTRUCT AND WIDEN	CON				
LIVINGSTON	M-59		EAST OF TOOLEY ROAD	CONSTRUCT NOISE WALL	PE/CON	CON			
LIVINGSTON	M-59		EAST OF MICHIGAN AVENUE TO WHITMORE LAKE ROAD	RECONSTRUCT AND WIDEN	ROW	ROW	ROW		

Metro Region

The Metro Region serves four counties in southeastern Michigan: Wayne, Oakland, Macomb, and St. Clair. These four counties encompass 161 cities and townships served by state trunklines. The Metro Region has the largest population concentration in the state and the oldest and busiest freeways. Forty-three percent of the vehicle miles traveled on Michigan's freeway system occur in this region. While there are slowing trends in land development along with growth re-distribution to outlying areas, there are some signs of redevelopment in urban centers throughout the Metro Region. This includes increasing densities of land use adjacent to existing trunkline rights-of-way. Widening of existing trunkline rights-of-way to increase capacity is becoming increasingly difficult without costly residential or commercial impacts and/or displacements. One of the challenges is to support this redevelopment and other growth opportunities during these transitory times.

The Metro Region is unique in that although it is composed of only four counties, it is the home to five international border crossings. These include the three roadway crossings of the Ambassador Bridge in Detroit, the Blue Water Bridge in Port Huron, and the Detroit-Windsor Tunnel in Detroit. The Ambassador Bridge is the busiest commercial border crossing in North America; the Blue Water Bridge is the second busiest commercial crossing in North America; and the Detroit-Windsor Tunnel is the second busiest passenger crossing on the United States-Canada border. There are also two rail tunnels in the region, the Port Huron-Sarnia rail tunnel and the Detroit-Windsor rail tunnel. Also, the Detroit-Windsor Truck Ferry provides for border crossing for hazardous shipments and for specialized carriers.

MDOT will continue to improve international border crossings in the region and work with United States Customs and Border Protection and Canadian officials to facilitate the flow of trade across the Canadian border and bordering states.

Van Dyke Road Improvements from I-696 to Red Run Drain, Macomb County

MDOT will coordinate with the City of Warren to develop an appropriate strategy to spend earmark funding consistent with the language contained in the 2005 SAFETEA-LU reauthorization bill.

M-15, I-75 to I-69, Macomb County

Environmental clearance activities for the widening of this 20-mile corridor are ongoing. The department is considering strategies for implementing the recommended improvements identified in the environmental document.

I-96/Wixom Road, Oakland County

This project was developed in conjunction with the I-96/Beck Road project. The existing interchange is congested due to growth in the area. Environmental clearance for this project is complete and the department is working with the local communities and developers for right-of-way donations.

Funding from the Jobs Today Initiative and a SAFETEA-LU earmark will be used to improve the interchange. These funds will be used to complete design, acquire a portion of the right-of-way, and construct the proposed interchange improvements. The project is expected to be open to traffic in 2010.

M-59/Crooks Road, Oakland County

Design is underway to replace the existing two-lane bridge with a dual span six-lane bridge to match the new cross section proposed for Crooks Road. In addition, two new loop ramps will be constructed to alleviate congestion caused by left turns to ramps onto M-59. Design was completed through the plan review stage in 2006. Right-of-way acquisition and construction have been deferred pending reasonable assurance of achieving and sustaining system condition goals and the identification of additional funding.

M-59/Crooks Road to Ryan Road, Oakland and Macomb Counties

This project will widen the M-59 corridor from a four-lane to a six-lane freeway between Crooks Road and Ryan Road in Oakland and Macomb counties. The department completed an environmental re-evaluation and the design phase is expected to be completed in 2009. Construction is deferred pending reasonable assurance of achieving and sustaining system condition goals and the identification of additional funding.

I-75/M-59 Interchange, Oakland County

Environmental clearance and initial design activities to determine specific right-of-way requirements were completed in early 2005. The department has acquired the right-of-way required in the southeast quadrant. The funds for the remaining design, right-of-way, and construction of the project have not been identified.

The Northwestern Connector, Oakland County

MDOT and the Road Commission for Oakland County (RCOC) are continuing work to improve connections between M-10 (Northwestern Highway) and M-5 (Haggerty Connector). The project will rebuild one mile of Orchard Lake Road as a six-lane boulevard with roundabout intersections; realign 14 Mile Road east of Northwestern Highway; and construct a series of six additional modern roundabouts along 14 Mile Road and Maple Road. Environmental clearance for this project was completed in November 2002. The RCOC began design work in 2003 and completed it in 2007.

The 2005 SAFETEA-LU transportation reauthorization bill provided partial funding for this project. Construction of two roundabouts at the intersections of Maple/Drake and Maple/Farmington Roads was completed in 2007. Construction for the entire project will be completed in 2012.

I-75, 8 Mile Road to M-59, Oakland County

Environmental clearance activities for the widening of this segment of I-75 in Oakland County were completed in 2006. This project will add an additional directional lane to I-75 that will operate as a high occupancy vehicle (HOV) lane during peak hours and a general purpose lane during remaining hours. The project also includes modifying access from I-696 to northbound I-75 to improve traffic flow and safety.

Separate engineering reports are being prepared on segments from 8 Mile Road to south of 12 Mile Road and from 12 Mile Road to south of M-59. Partial design activities are deferred pending reasonable assurance of achieving and sustaining statewide system condition goals and the identification of additional funding.

I-75/Crooks Road, Oakland County

This project will improve the operation of the existing interchange and provide better access to the area by modifying the existing intersection of Crooks Road and the I-75 entrance/exit ramps. The department is conducting an operational study to identify potential improvements and address operational and safety issues associated with this interchange and its ramp terminal.

I-75, South of Chrysler Drive to M-24, Oakland County

This project will add collector-distributor roads adjacent to I-75, and reconstruct and modify the I-75/University Drive interchange. A portion of the necessary right-of-way for this project has been acquired. No funds have been committed to construct the project.

M-59/Adams Road, Oakland County

The relocation of the M-59/Adams Road interchange is required to provide proper spacing between this interchange and the new interchange at M-59/Squirrel Road. This project is being constructed in three phases. Construction of phases one and two began in 2004, and the interchange opened to traffic in 2005. Removal of the old Adams Road Bridge (phase two) will be completed in 2009.

I-94/I-69 Bridge over Black River & Blue Water Bridge Plaza, St. Clair County

Built in the 1950s, the I-94/I-69 Bridge over Black River, located west of the Blue Water Bridge Plaza, is in poor condition and inadequate to meet the demands of future traffic volumes.

U.S. and Canadian partners, including MDOT, the Department of Homeland Security, and the General Services Administration, are evaluating options to accommodate inspection and toll collection activities on the U.S. side of the Blue Water Bridge.

Environmental clearance activities are underway to address the needs for the plaza and the bridge. A draft environmental impact statement has been completed for the Blue Water Bridge Plaza and improvements to the I-94/I-69 corridor, including the Black River bridge. Increasing commercial traffic and border inspection and security requirements will require an expansion to the plaza. Practical alternatives now under evaluation include at-grade or off-site plaza layouts and related road improvements. MDOT expects to complete an environmental impact statement with a preferred alternative in 2008.

I-94, East of I-96 to east of Conner Avenue, Wayne County

This project will rehabilitate, widen, and provide safety improvements and continuous service roads along a seven-mile segment of I-94, including reconstruction of 67 bridges and the I-94 interchanges with I-75 and M-10. The environmental clearance process was completed in 2005. An engineering study is being conducted to help further minimize the project's impacts and refine other engineering issues within the corridor. This study should be completed in 2009. Design has been deferred pending reasonable assurance of achieving and sustaining statewide system condition goals and the identification of additional funding.

I-75/I-96/Ambassador Bridge Gateway, Wayne County

The Ambassador Bridge handles the largest volume of international freight of any border crossing in North America, but has no direct freeway connection. This project will reconstruct I-75 and I-96 from west Grand Boulevard to just north of Michigan Avenue, in the City of Detroit, and provide new direct access ramps from the Ambassador Bridge to I-75 and I-96. Construction is complete on the first three phases of the project, involving road and bridge elements and a new eastbound I-96 service drive from Michigan Avenue (US-12) south to Vernor Highway. Construction on phase four, which includes reconstruction of the mainline freeway and direct plaza access ramps, began in 2007.

The fourth phase also includes construction of a signature pedestrian bridge connecting east and west Mexicantown, over I-75/I-96. Extensive landscaping and architectural treatments, as part of the context sensitive design, will be complete by spring 2010. I-75 is expected to re-open to traffic by late 2009.

Detroit River International Crossing Study (DRIC), Wayne County

The Canada-U.S.-Ontario-Michigan Border Transportation Partnership (the Partnership) consists of the U.S. Federal Highway Administration, Transport Canada, the Michigan Department of Transportation, and the Ontario Ministry of Transportation.

In January 2004, the Partnership completed a Planning/Need and Feasibility Study Report that documented the need for additional cross border capacity and recommended the pursuit of environmental clearance for a new or upgraded border crossing in the Detroit/Windsor area.

The Partnership launched the Detroit River International Crossing study in early 2005, with a schedule that calls for completion of environmental clearance in 2008. Illustrative alternatives were developed and evaluated within an area from Belle Isle, Detroit, to the City of Wyandotte. The area of focus has been narrowed to locations generally from Zug Island to the Ambassador Bridge. Several practical alternatives are being evaluated in preparation of the draft Environmental Impact Statement (EIS). The draft is expected to be released for public review by January 2008.

The Partnership will continue oversight of the environmental clearance process, ensuring that federal, state, and provincial governments jointly plan border improvements. The environmental study will result in the identification of a recommended alternative(s) to handle security concerns and support trade and tourism between Canada and the United States for the long term.

I-375, East Detroit Riverfront Access, Wayne County

The environmental clearance for a new interchange connecting I-375 to the east Riverfront area will need to be re-evaluated in accordance with federal requirements. The new interchange was proposed to improve access between the interstate system and the area just east of General Motor's World Headquarters in the Renaissance Center. Final design was completed in 2005. Right-of-way acquisition and construction are deferred pending reasonable assurance of achieving and sustaining system condition goals and the identification of additional funding.

US-24, Brownstown Township, Wayne County

This segment of US-24 (Telegraph Road), between Vreeland Road and West Road, is to be reconstructed and widened from four to five lanes to improve safety in this corridor. Environmental Clearance has been completed with design and right of way acquisition activities underway. Due to significant right-of-way issues, Brownstown Township agreed to delay the project letting until 2010 with construction in 2011.

Detroit Intermodal Freight Terminal (DIFT), Wayne County

This project will develop a regional intermodal freight terminal complex to serve shippers and industries in southeastern Michigan. The six intermodal facilities currently located in southeast Michigan are inadequate to accommodate growing demand.

The DIFT would consolidate some of these facilities at one site in southwest Detroit. The preferred alternative would consolidate three Class I railroads at the Livernois-Junction Yard and provide direct truck access to the yard from major roadways.

The final EIS is expected to be completed in 2008. The identification of funding for additional project phases is being investigated.

2008-2012 ROAD AND BRIDGE PROGRAM

New Roads and Capacity Improvements

METRO

COUNTY	ROUTE (COMMON NAME)	DIR.	LOCATION	TYPE OF WORK	2008	2009	2010	2011	2012
WAYNE	DETROIT INTERMODAL FREIGHT TERMINAL		CITY OF DETROIT	STUDY	EPE				
WAYNE	DETROIT RIVER INTERNATIONAL CROSSING		CITY OF DETROIT	STUDY	EPE				
WAYNE	AMBASSADOR GATEWAY		CITY OF DETROIT	IMPROVE ACCESS TO I-75	PE/CON	PE/CON	CON		
WAYNE	I-94		I-96 TO CONNER	STUDY	EPE				
OAKLAND	I-75		M-102 (EIGHT MILE) TO SOUTH OF 12 MILE RD	RECONSTRUCT AND ADD LANES	EPE				
OAKLAND	I-75		AT CROOKS ROAD	STUDY	EPE				
OAKLAND	I-75		12 MILE TO M-59	STUDY	EPE	EPE			
ST. CLAIR	I-94		BLUE WATER BRIDGE PLAZA	STUDY	EPE/PE/ROW	PE/ROW	ROW		
OAKLAND	I-96		AT WIXOM ROAD	RECONSTRUCT INTERCHANGE	ROW/CON	ROW/CON	CON		
MACOMB	M-53		18 1/2 MILE ROAD & VAN DYKE	CONSTRUCT NOISE WALL	PE	PE	CON	CON	
OAKLAND	M-59		AT ADAMS ROAD	BRIDGE REMOVAL	PE/CON	CON			
OAKLAND	M-59		CROOKS TO RYAN	RECONSTRUCT AND ADD LANES	PE	PE	PE	PE	PE
WAYNE	M-85 (FORT STREET)		AT THE CN RR CROSSING IN TRENTON	STUDY	EPE				
OAKLAND	M-5 (HAGGERTY CONNECTOR)		12 MILE ROAD TO NORTH OF 14 MILE ROAD	NEW ROAD	ROW	ROW			